

THE NORTHWEST MAGAZINE

MARCH, 1902. Vol. XX.

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TWENTIETH YEAR.

PROGRESS,
LITERATURE
and
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OUR MARCH GREETING

ing sites are interestingly portrayed. "Sunnyside, an Ideal Town in an Ideal Country," shows what marvels can be accomplished in an irrigated country. W. A. Powell has an interesting article on Tacoma and its possibilities as the metropolis of the American Occident. "Confessions of a Police Reporter," from the pen of Victor H. Smalley, gives the reader an insight into a fascinating profession. Robertson Howard, Jr., has a romance of army life entitled "The Major's Christmas." The Western Humor and other departments devoted to merriment scintillate with the latest products of Western Wit and Nonsense. The Editor's Note Book treats of timely subjects and has its usual quota of railroad officials' portraits which have made it so popular. The progress and development of the West are thoroughly covered in the pages devoted to these subjects.

We believe this number to be one of the best we have issued. In it is found the second of Victor H. Smalley's series of articles on "The Inland Empire and What it Offers to Settlers." Vashon Island, a beautiful spot in Puget Sound, is described by Frederic Leigh Seixas. The Great Tide-Lands of Seattle and their future as manufacturing sites are interestingly portrayed. "Sunnyside, an Ideal Town in an Ideal Country," shows what marvels can be accomplished in an irrigated country. W. A. Powell has an interesting article on Tacoma and its possibilities as the metropolis of the American Occident. "Confessions of a Police Reporter," from the pen of Victor H. Smalley, gives the reader an insight into a fascinating profession. Robertson Howard, Jr., has a romance of army life entitled "The Major's Christmas." The Western Humor and other departments devoted to merriment scintillate with the latest products of Western Wit and Nonsense. The Editor's Note Book treats of timely subjects and has its usual quota of railroad officials' portraits which have made it so popular. The progress and development of the West are thoroughly covered in the pages devoted to these subjects.

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DISCOVERY OF THE FAMOUS FRIDAY MINE.

In the summer of 1894 Mr. J. C. Hill started out on his regular prospecting trips in the hopes of finding a great mine, but luck was seemingly against him, as he spent the greater portion of the summer in the quest for gold without success. When the fall rains commenced he started back to Boise City, across the country on foot, as he did not have money enough to pay stage fare. In crossing the middle fork of Willow creek and climbing the southern slope he discovered gold-bearing float. He examined it carefully, crushed some of it in a small mortar, panned it and to his great delight found it to be very rich in gold. At once he started tracing the vein or source of this rich float. It did not take him very long until he had discovered the vein. Without any hesitation he started to walk, uncovering the vein in different places. Being satisfied that his find was a good one he began staking his claim, making out his location notice and complying with all the government regulations. Of course he had to give the claim a name. This being on a Friday, and knowing the value of his find and that the mine would prove a rich one, he concluded to name it the "Friday Mine," in honor of the day. Such is the story of the discovery of the now famous Friday Mine. It was accidental, and it goes to show that you cannot tell where or when you may find a rich mine. After Mr. Hill had the claim regularly located he began extracting the rich ores from the surface and hauled them to the nearest stamp mill, where the free gold was saved. In this way he continued working the Friday for a long time, and, after taking out great quantities of free-milling surface ores, he started sinking a shaft on the vein to a depth of 80 feet. At this point the ore was base and of a refractory nature, consequently he had to ship the ore to a smelter for treatment. This he did for a few years at a good profit. He extracted about \$50,000 worth of ore. He finally leased the Friday Mine to some Boise City

men on a royalty basis. When their lease expired he sold the mine to Messrs. Sorensen, Parish & Peirce, in September 1898. The work was continued by the new owners under the management of Neil J. Sorensen. He extended the shaft down to the 130 foot level and ran the drifts on the vein for a distance of 280 feet. In doing so he opened up very large ore bodies, as the vein was found to be wider and richer at this depth than nearer the surface. Carload after carload of the high grade ore was taken out in this drift and shipped to the smelters at Salt Lake at a good profit, the same as the former owners had done, but it left large bodies of ore in the mine, which only ran \$30 to the ton, and consequently could not stand the expense of hauling it such a long distance. The only way to handle this ore would be by concentrating it or rather reducing the bulk of the ore. This meant an outlay of at least \$10,000 in building this mill. The Friday, however, was paying splendid monthly dividends to its owners by only shipping the high grade ores, and the majority of the owners were loath to give up their regular dividends in order to allow the accumulated earnings of the mine to be spent on a mill, so that all the ores in the mine might be handled at a great profit. On this account a disagreement arose among the partners, and in June, 1899, the mine was closed down and has remained so ever since. This disagreement was only adjusted about three months ago, when the Friday Gold Mining Company was organized and bought out all the contending parties' interest in the mine. This company is now proceeding to build a modern ten-stamp mill and concentrating plant for the rich Friday. When this mill is built, the mine will be able to pay much larger dividends than in former years, when only the high grade ores could be utilized. Another great saving will be effected in hauling the ores, now that the Nampa railway is completed within 8 miles of the camp. An electric power plant is now being constructed for the purpose of furnishing light and power for the Friday Mine.

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SEE ADVERTISEMENT ON PAGE 42 IN THIS MAGAZINE.

\$56 MADE BY INVESTING 50 CTS.

Some of our references will satisfy you that Six Eagles Stock is the best stock for the money (50 cents per share) that there is on market at the present time. We shall be pleased to have you correspond with any of the following people, and if they do not tell you that our mines are first-class, that our management is conservative and that the mines are being developed economically, then you will not believe what the best men in the United States say.

The Olympia National Bank, Olympia, Washington; The Capital National Bank, Olympia, Washington; The Douglas County Bank, Waterville, Washington; C. H. Kegley, Olympia, Washington; J. S. McIntosh, Seattle, Washington; The Hon. A. E. Chase, Waterville, Washington; Alden J. Blethen, Seattle, Washington; The Palmer Mountain Prospector, Loomis, Washington; The Northwest Magazine, St. Paul, Minn.; Nicholas Ruddebeck, Everett, Washington; George W. Adrian, 22 E. Franklin Ave., Minneapolis, Minn.; Hon. Daniel Heller, treasurer Wayne County, Wooster, Ohio; C. O. Langell, contractor, Wooster, Ohio; B. H. Palmer, grain dealer, Ashland, Ohio; E. J. Worst, manufacturer, Ashland, Ohio; C. P. Winblegier, attorney, Ashland, Ohio; Hon. Robert Frost, formerly treasurer Thurston County, now at Loomis, Washington; Hon. J. M. Pitman, treasurer of Okanogan County, Connelly, Washington. Besides these we have others too numerous to mention. Write to any in the above list and ask them what they know of us.

We have received the following letter from Hon. J. M. Pitman, the County Treasurer of Okanogan County (the county in which the mines are situated), which explains itself:

OKANOGAN COUNTY,
STATE OF WASHINGTON.

CONCUNNULY, WASH., Feb. 14th, 1902.

MR. FRANK I. MASON,
Minneapolis, Minn.

DEAR SIR:—Relying to your favor of the 9th inst., I take pleasure in saying a few words regarding the Six Eagles Mining Company's properties on Little Mount Chopaca, this county. While the duties of my office have kept me too busily confined here for more than a year to allow of my visiting the properties of the company, yet I am familiar with the locality where the mines are situated, and also with the surface showing of the ledges. I have spent the best part of my life in mining camps, and believe that I know good indications, and I can say that the Six Eagles ledges have all the ear-marks of good, strong, continuous veins, and I am confident will hold out with depth. I have seen the ore that was taken out of the properties, and it is of a character that, to my judgment, will hold out and increase as depth is gained.

Mr. Frost, the Company's manager at the mines, is a man of sterling integrity, a pioneer of Washington, and a man who has been honored by the people of his own county. He is a tireless worker, enthusiastic in his endeavors to make a mine of the Six Eagles, and I believe he will do so.

Very truly,

J. M. PITMAN.

County Treasurer.

NOTE THIS.—The Victoria, Vancouver and Eastern Railway Company was voted \$45,000 per mile as a subsidy by the Canadian Parliament, provided they completed the railroad to Vancouver by December 31st, 1906. In order to do that they must build past and over our mines by August 1st of the present year. But we are not worrying about railroads, as we can, under present conditions, mine, concentrate, haul and smelter our ore for less than \$6 per ton. The railways will save us from \$2 to \$3 per ton when they get to us, but we can make money very nicely without them.

President Richardson and Secretary Van Eps have sold Six Eagles stock to almost every grown man in Olympia. You can easily find out if this is so, and, if it is, it shows what the people of their home town think of our officers and mines.

We are starting to build a mill of 100 tons capacity. We can clear \$14 per ton. $100 \times 14 = \$1,400$ per day. $\$1,400 \times 365 = \$511,000$ per year that we can clear without increasing the capacity of the mill. That gives us 34% per year on the face value of the stock. We need a little more money, and advise you to get some of this stock at once.

Our stock is selling for 50 cents per share, 10% off for cash. It is selling rapidly. If you know a good thing when you see it, buy this stock. We will pay dividends by December 1st next. Read these figures and see if you don't think you should buy at once. Every claim is 1,500 feet long. The tunnel will cut the Eagle Vein 900 feet from the surface. We have the Eagle vein the full length of Eagles five and six, or 3,000 feet. It averages $3\frac{1}{2}$ feet wide. The number of cubic feet, therefore, above the tunnel in those two claims is $3,000 \times 3\frac{1}{2} \times 900 = 9,450,000$. It takes 18 cubic feet to make a ton. Now, $9,450,000 \div 18 = 529,925$ tons. Suppose we take the extremely low and conservative average for all our ore all the way down of \$20 per ton gross. It costs \$6 per ton expenses. $\$20 - \$6 = \$14$ that we can net on each and every ton. $726,925 \times 14 = \$10,176,922$. This is what our ore is worth NET above the tunnel, in Eagles five and six alone. Practical mining goes down over 5,000 feet, and we can still work those two claims for that distance below the tunnel. $8,000 \times 3\frac{1}{2} \times 5,000 = 52,500,000$ cubic feet. $52,500,000 \div 18 = 4,039,000$ tons. $\$6,000 \times 14 = \$66,546,000 + 10,176,922 = \$66,722,922$. And this is what those two mines alone are worth NET after deducting all expenses. So far our figures are reasonably certain. What follows is an estimate, yet we know we have 1,500 feet of the Caaba ledge on either the Ohio or the State of Maine extension; a ledge that averages 11 feet wide and assays \$38 per ton. So we have: $1500 \times 11 \times 5,000 = 82,500,000$ cubic feet. $\div 18 = 6,340,000$ tons. $\$6,340,000 \times 32 = \$203,072,000$, which that claim alone is worth NET. But as this mine is not developed, and as those figures are only an estimate, let us divide it by 2 and be reasonably certain of them. $\$203,072,000 \div 2 = \$101,536,000$. Adding $\$66,726,142 = \$168,262,142$, and this is what three of our mines are reasonably worth NET. Our capitalization is 1,500,000 shares. $\$168,262,142 \div 1,500,000 = \112 per share that our stockholders will realize in time, but lest some one will think that we have over-estimated this matter, let us divide those figures by 2 again and we have \$56. Now, what do you say to those figures? If you can make \$56 per share on an investment of 50 cents, you will make the investment at once, will you not? Remember that we are not figuring the immense increase in the thickness of the vein on the Eagle ledge, and that we are making a very low estimate indeed on the average values of our ore per ton. That we have not figured on our property at all, such as horses, harness, wagons, blacksmith shops, boarding houses, pumps, tools, hoists, the road we have constructed nor the money we have in the treasury, sufficient and more to complete the tunnel, nor have we figured our bullion claims at all. Besides, we have DIVIDED OUR NET VALUES TWICE. Have we not been conservative enough to suit you? Do you not think our stock a good investment, and if not will you not investigate us? We can sell to every moneyed man who will look us up. We are sure of it. Get but one glimpse of those ledges and you will buy all the stock you can. You can't help it. Any man with brains will decide that there is big money in the stock. We know we have the best investment ever offered to the public or put on the market, and we advise everyone to buy at least a few shares of Six Eagles stock before it goes up, as it is bound to do in the near future. We have so little money to raise now that your chance to get the stock is very slim, unless you buy at once. Do not delay at all. Order today, and remember that we do not accept orders for less than 50 shares.

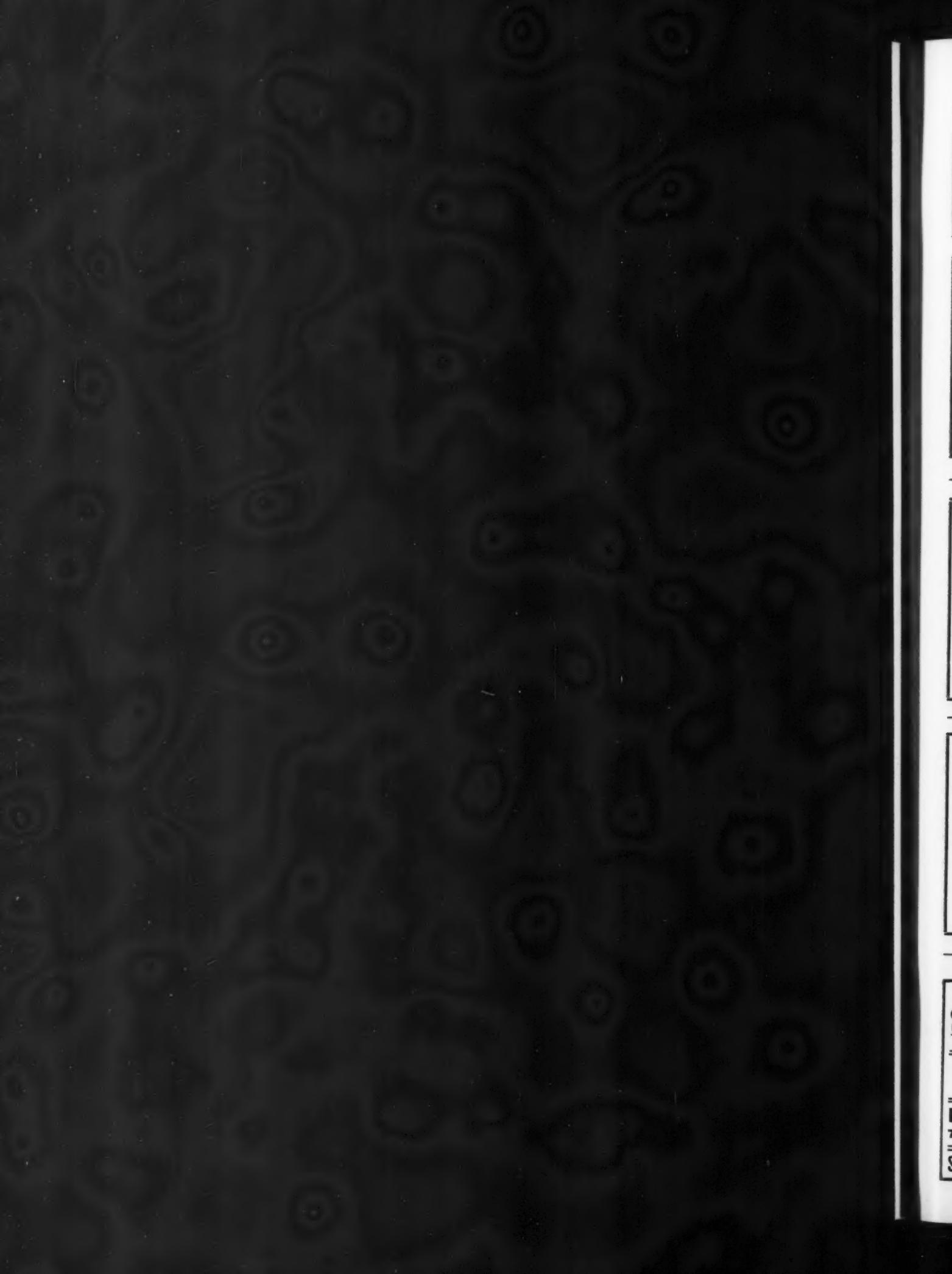
We have been offered 25c per share for 100,000 shares, but the offer has been declined. Another party is figuring on taking enough to give us all the money we need. If you want any stock, order NOW. Make all checks, drafts, etc., payable to the

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61 LOAN AND TRUST BUILDING, MINNEAPOLIS, MINNESOTA.

This Magazine has confidence in Six Eagles stock, and regards it as a good mining investment. The mines are reported first-class by those who have inspected them. The officers are good business men, and the properties are being developed economically.





SEATTLE'S TIDE LANDS.

THE improvement and occupation of the tide lands on the harbor of Seattle for all character and kinds of business is now fairly under way. These include mammoth enterprises, such as wheat elevators and warehouses, manufactories of different kinds, and the probable site of the Union Depot. Here, on this level area, close to the harbor lines and water front, and easily accessible by railroads, is where the rapidly expanding business of Seattle will be done in the future. The firms represented below are among the most active and progressive tide land companies, from whom reliable information can be secured.

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Lumbermen's National Bank of Tacoma
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The Northwest Magazine

Established 1883 by E. V. SMALLEY.

Entered at the Post Office in St. Paul as Second-class matter.

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EDITORIAL.

VICTOR H. SMALLEY, Editor.

The Editor is very pleased to consider any Articles, Interesting Photographs, or Short Stories on Western subjects that may be submitted. A stamped envelope must be sent in every instance to cover postage in case of rejection.

All communications intended for the Editor must be addressed: "The Editor, The Northwest Magazine, St. Paul, Minn."

BUSINESS.

STEPHEN CONDAY, Manager.

THE TRADE is supplied from the office of the Magazine, and also by The American News Co. of New York, and the Minnesota News Co. of St. Paul.

ADVERTISING RATES: Per agate line display, 22 cents; per inch, \$2.80. Reading notices, 40 cents per line count.

SUBSCRIPTION PRICE, \$2.00 per year, payable in advance. New subscriptions can commence at any time during the year.

THE POSTAGE to all parts of the United States and Canada is paid by the Publishers. Subscribers in Europe should remit 50 cents in addition for ocean postage.

REMITTANCES should be made by Post-Office Money Order, Bank Draft, Express Money Order, or by Registered Letter. All postmasters are required to register letters whenever requested to do so.

DISCONTINUANCES. The publishers must be notified by letter when a subscriber wishes his Magazine stopped.

ALL mail should be addressed to

THE NORTHWEST MAGAZINE.
ST. PAUL, MINN.

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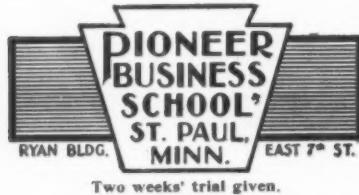
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"Can you cook?" asked the lady.

"Yes, marm," was the reply.

"Do you understand French cooking, for my husband likes dainty little dishes?"

"Why, lor, yes, mum," said the cook. "I understand all 'furrin' dishes."

"Really!" cried the lady, whose delight knew no bounds. "What can you do?"

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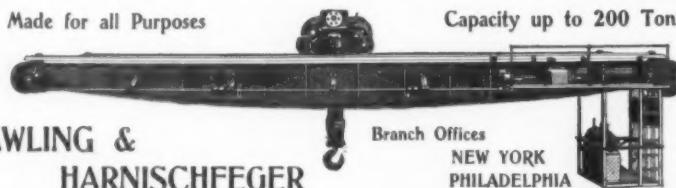
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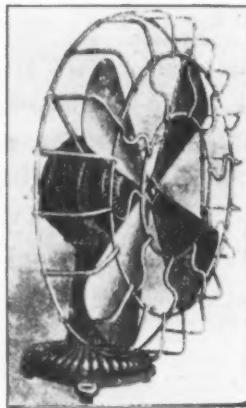
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An Illustrated Monthly.



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VOL. XX.—No. 3.

MARCH, 1902.

20 CENTS PER COPY
\$2.00 PER YEAR.

The Inland Empire

AND WHAT IT OFFERS TO SETTLERS.

By Victor H. Smalley.

WENATCHEE AND THE WONDERFUL WENATCHEE VALLEY

supporting nearly 5,000 people, and destined to become one of the finest sections of the United States. Extending from far up in British Columbia to the Columbia River is the fertile valley of the Okanogan River. Below the Okanogan is the



CHERRY ORCHARD IN THE WENATCHEE VALLEY, WASHINGTON.

Situated within one mile of the exact center of the State of Washington, close to the junction of the Wenatchee River with the Columbia, is the beautiful little city of Wenatchee, the county seat of Chelan county. It is the principal shipping point on the Great Northern Railway between Spokane and Puget Sound. Spokane is 174 miles east, and Seattle 164 miles west.

Wenatchee has a wonderfully rich tributary country. On the north is the gold and silver region of the Okanogan Valley, now

Methow Valley, fully as fertile, and containing at the present time the finest unentered government agricultural lands to be obtained. Fine gold and coal mining properties under rapid development are also along the Methow. Lake Chelan, a picturesque body of water, sixty-five miles long, has at its head rich silver mines, while at its foot is a fine fruit-growing section. Numbers of fine fruit farms are along the Entiat River. The great Colville Indian reservation lies to the east of the

Okanogan and north of the Columbia River. South and east of the Columbia River, encircled by its "Big Bend," is the Big Bend plateau, the finest of cereal producing sections and stock ranges.

The term Wenatchee Valley has by long usage come to be applied particularly to the farming region below the Tumwater Canyon, situated below Lake Wenatchee. The Tumwater Canyon is a great volcanic cleft through which the river foams and roars for fourteen miles. The stretch of country known as the Wenatchee Valley is some thirty miles in length, and varies from one to five miles in width. In common with most of Washington east of the Cascade Mountains, the valley has a very dry climate, with a large proportion of clear, sunny days in summer, and a moderate snowfall in winter. The surrounding mountains protect the valley from wind and sudden changes of temperature, thus giving fruit trees greater protection than elsewhere. The summer heat is not oppressive, the dryness of the air making the highest temperature known here more bearable than eighty degrees in the Mississippi Valley.

The farmers in the Wenatchee Valley depend upon irrigation for the growth of their crops. Extensive canals, built by companies, supply the water, of which there is always more than enough to meet the demand. One enterprise of this nature is known as the "High Line." This canal will take water from the Wenatchee River, about twenty miles above its mouth, and will water some 7,000 acres of fine land. With the building of this canal, the irrigation of the valley will be complete, and the productive capacity of such an acreage, with the climate and soil here had, can scarcely be conceived.

Twenty acres is as much as one man can handle, and on it he will raise as much as on eighty acres in an Eastern state. Ten acres with water will support a family in comfort, and even five acres in berries, vegetables and fruit. The mining regions along the Okanogan River, to which steamboats run from Wenatchee, the large cities of Puget Sound, the cities of Spokane, Helena, Butte, Great Falls, and the numerous mining regions around them all furnish a large market and good prices. Some fruits are also shipped in refrigerator cars to St. Paul, Chicago and the East.

The opinion of the fruit growers seems to be that peaches and winter apples are the best paying fruits. Berries, tomatoes and watermelons also pay well, and are grown in large quantities. Grapes also rank high, not alone for market, but for the manufacture of wine and vinegar.

For a practical farmer, a fund of from \$300 to \$500 is enough to start on, though he can use a much larger sum to advantage and with immediate profit. It would not be advisable for one without means to come expecting to get government or very cheap land.

All kinds of vegetables known in the temperate zone are grown in the Wenatchee Valley. Dairy products find ready market and good prices. The large fields of alfalfa and clover offer an inviting field for the practical bee keeper. The raising of hogs is a rapid growing and lucrative industry in the Wenatchee Valley. In the parlance of a Wenatchee resident, "you turn them into the pasture—the alfalfa does the rest." The average alfalfa yield in this wonderful valley is two tons or more at each cutting, and there are usually three cuttings, sometimes six, per season. Horses, cattle, sheep and hogs are matured on alfalfa pastures without ever being fed one pound of grain. The mild climate and luxuriant pastures are attracting attention to this valley as a favorable locality for the breeding of fine pedigreed stock. The Wenatchee Valley is a section *par excellence* in the growth of peaches, apricots and other delicate fruits.

This statement but emphasizes the wonderful monopoly held by the Wenatchee Valley in the growth of peaches, apricots and



A FAIR SAMPLE OF PRUNES GROWN NEAR CHELAN, WASHINGTON.

other delicate fruits. Peaches have now been grown in the Wenatchee Valley for twenty-nine years, and during that entire time there has never been a failure of a crop. The first peach trees set out in the valley are still vigorous and bearing, a wonderful record for a peach tree, as they are generally short-lived. The experience of years has shown, and will show that as a commercial success, peaches can only be grown in a limited area in the Northwest, where local conditions are such as to protect them from early and late frosts and heavy thaws succeeded by freezing weather in winter. Of this limited region, the Wenatchee Valley is pre-eminently the most productive and reliable. Owing to the limited area of production, and the constantly increasing market, peaches will always obtain a good price, and that this fact is appreciated here is evidenced by the constantly increasing acreage of peach orchards. Of the peach market in the Pacific Northwest, Wenatchee Valley has been given by nature a wonderful monopoly.

Wheat and oats are often grown for hay, and cut while in the milk. Alfalfa, however, is the leading forage crop. It is a profitable business to buy stock cattle to feed in this section. The Big Bend cattle ranges, just across the Columbia River, furnish immense quantities of stockers, which the farmer can buy at reasonable prices, and after feeding a few months on alfalfa, turn off nearly doubled in weight, and actually doubled in price, fat cattle always commanding a higher price than range cattle.

Unimproved lands with water can be bought for from \$50 to \$150 per acre. The difference in price is caused by special adaptability to raising particular crops and proximity to towns

and railroad. The value of these lands is steadily advancing, and they will never be cheaper than now. The lands of this valley are destitute of timber, but are covered by more or less sage brush. This is not difficult to grub, the usual price being \$3 per acre. The crop is much heavier than when grown by natural rainfall, enough so to more than cover the cost of irrigation by the difference. In addition an irrigated crop here is certain, suffering neither from droughts nor excessive wet.

The Wenatchee Valley is an especially desirable location for farmers because of free stock range, sheltered location, cheap fuel, and proximity to good markets. There are good school facilities, religious organizations of all denominations, a fine soil, good climate, and, in fact, every inducement to the prospective settler.

From the deck of the little steamer wonderful and beautiful things greet your eyes. Great snow-capped mountains rise in the distance; wild goats and deer stand upon ledges and look down upon you in wonder. Large trees stand along the places where the shore is low. Narrow canyons gape at you here and there. Tall, white waterfalls thunder down the mountains. A sunset sky is reflected in the face of the water. Red and gold and pink and green on the hillsides, in the water and across the sky. This is Lake Chelan. It is one of the wonders of America, as is Niagara Falls or the Yosemite Valley. From a distance its scenery is magnificent. But the scenery is not the only fine point about the lake. The country surrounding it is one of the most pleasant and the most productive in the world.

Coming overland by stage from the little city of Wenatchee on the Great Northern railway one sees a pretty place on a level site beside a crystal sheet of water, with the great snow-covered mountains rising grandly beyond. This is the town of Chelan. At this end of the lake and not many miles from Chelan is the town of Lakeside. What is said of Chelan is true of Lakeside.

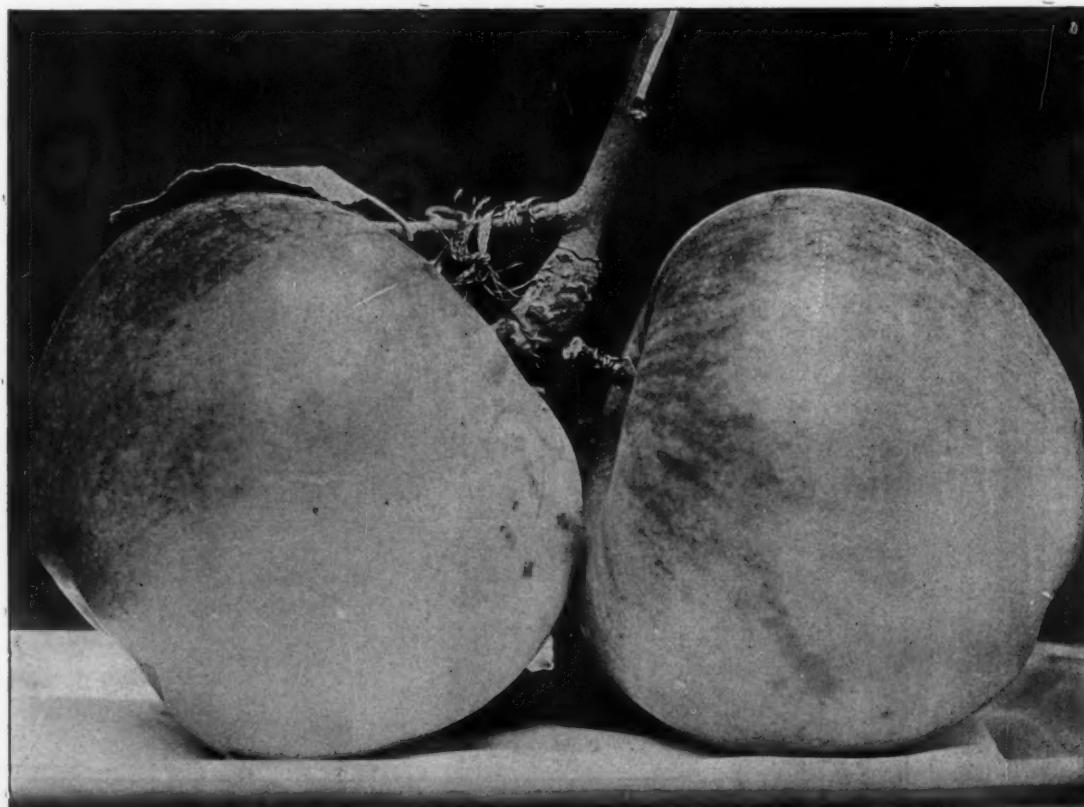
Chelan has 1,200 people, and is growing very fast. Before very long it should have a population of 5,000. It already has some fine public and business buildings and many comfortable

residences. The county fair of Chelan county is held here each year, and at the fair grounds will be found a good running track and a large grandstand. One may shoot grouse and prairie chickens in season within a few minutes walk from the heart of the city. Many streams run down from the mountains, affording excellent sport for the man with the rod. A day's fishing near Chelan is something that one does not let slip out of his memory soon. Wild goats and deer may still be shot close to the city, although they are not as common as they once were.

Lake Chelan is a remarkable body of water. Its source is in the main divide of the Cascades, and it flows towards the south and southeast until it reaches within three miles of the Columbia River. Three towns stand upon its shores—Chelan, Lakeside and Chelan Falls. Five steamers and two gasoline launches ply upon its waters. The outlet of this lake is the Chelan River, which drains into the Columbia, the bottom being many hundred feet below the level of the sea.

Along the lower end of Lake Chelan are some gentle foot-hills and a broad, beautiful valley. Together the valley and foot-hills afford many thousands of acres of the most arable land in our country. Here is raised fruit of the finest flavor, and in large quantities. But fruit is not the only thing that is grown. This land will raise about anything the farmer cares to grow. I have seen fine fields of corn, oats and wheat. But fruit pays the best, and as the farmer is always looking for profit, fruit is almost entirely raised to the exclusion of other things. There do not seem to be many failures reported by the people of this region. When traveling over the country one generally hears of those who have been "busted." On my recent trip there were no failures told about. They had either been forgotten or they had not occurred at all.

If one is looking for a place to spend the summer and wishes to find a spot where he may have an active but quiet time he should go to the City of Chelan. Here he will have all the comforts of home and at the same time be free to float and drift upon the beautiful lake; to climb amid the saw-teeth peaks and remarkable glaciers of Horseshoe Basin, and walk under



TYPE OF THE LUSCIOUS APPLE GROWN IN THE WENATCHEE VALLEY.



HOME OF JOHN KUNZ, SHERMAN, WASHINGTON.

the waterfalls of Railroad Creek. All these things he may do and many others, such as shoot the yellow-eyed cougar and trap the big black bears that still make their homes in the stone caverns of the mountains. Every morning and every evening and every hour of the day he may behold some of the most stupendous and awe-inspiring scenery to be found anywhere in the world to-day. Out of the recreation and rest and pleasure will come a great store of health which he may draw on for many a day after he returns to the city in the East.

The Chelan River rushes along between great, ragged rocks, and so fast does it rush and so narrow are the rock walls in places, that the river has the power of a great waterfall. Its power is estimated at from 50,000 to 70,000 horse power. As yet this power has not been used, but some day—the time is, perhaps, even now near at hand—this river will turn the wheels of huge factories.

The mineral resources of this country are really unlimited. Discoveries are being made every day. Already the known resources consist of gold, silver, copper, molybdenite, lead and iron. There are also marble and lime ledges easily accessible, and in practically inexhaustible quantities. When motive power is developed on the Chelan River there will be enough for ore-smelting works, flour mills and manufacturing of all kinds.

At present one of the most important industries is mining. I found five mines that were being worked each day in the year except Sunday. They are the mines known as the Railroad Creek, the Copper Basin, the Meadow Creek, the Bridge Creek and the Horseshoe Basin. When you visit these mines

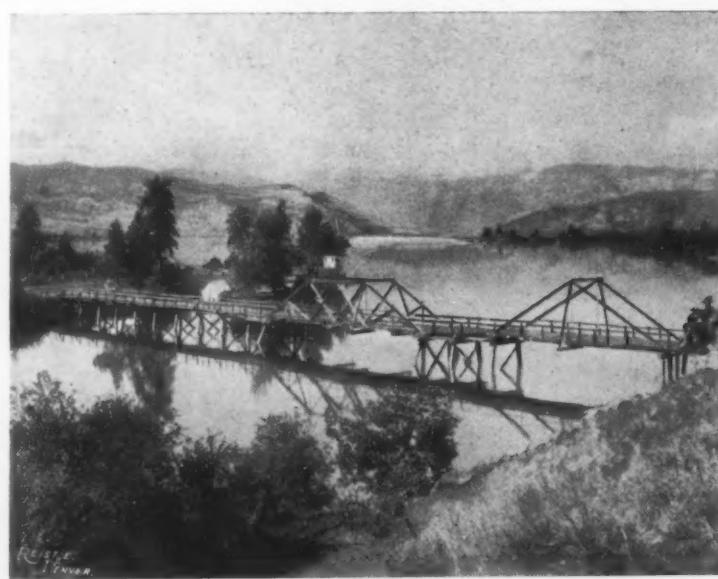
you are impressed by the wonderful scenery in the midst of which they stand, and you wonder how many millions of tons of gold and silver and copper and iron are concealed under the black rocks that stand so cold and solid, miles high and miles wide. The coming years will tell the story.

After one has traveled over Chelan country and steamed down the lake he finds it hard to determine as to whom the great Creator intended should inherit this land. If it were the Indians, the bear and the deer and the goat were for them. If it were stockmen, the gentle foot-hills covered with the nutritious bunch grass and watered by so many clear, pure springs were for their herds and flocks. If it were the miner, where could be found such rock storehouses of gold and copper and iron as here? The mountain sides were well made for pick and shovel. If it were for the farmer, then the soft winds and the rich soil were for him. Indeed this land must have been intended for all mankind, because had it been designed for any one of the races or classes named, it would not have been at all so entirely wonderful. But even the city man has come to the place, and has come to stay. The towns of Chelan and Lakeside are fine, well-built cities, and they are growing rapidly. Before long they will be doing a large

business in supplying the farmer and the miner and the cowboy with the comforts of life.

THE "BIG BEND COUNTRY."

The phenomenal prosperity of the whole State of Washington is a matter of happy congratulation to the thousands of our Eastern readers who were induced through the influence and representations of this magazine to make investments in Washington, and whose friends and relatives sought the homes and farms, business opportunities and manufacturing openings that we pointed out to them.



A PICTURESQUE GLIMPSE OF CHELAN RIVER, WASHINGTON.

in the past. The record of this year's production in every line of industry in the State of Washington is most astonishing. The wheat and fruit yield is marvelous. The famous Palouse Country has produced its standard crop, and the Big Bend Country has made a crop record that will be difficult to excel. The Big Bend Country is so named from its contiguity to the big bend of the Columbia River and is recognized as including about three counties. No serious attempt was made at farming in this section twelve or fourteen years ago. It was generally conceded to be an admirable stock country, but only a few could see its possibilities as an agricultural region. Government land was then quite plentiful and railroad land sold for from one to five dollars per acre. A few isolated tracts were cultivated and fair crops of wheat obtained, and in this way practical illustrations were afforded of the capabilities of the soil. As the price of wheat lands elsewhere advanced attention was directed towards the Big Bend Country, with the result that all of the desirable government land was taken and a great deal of railroad land bought, put in cultivation, and marvelous crops secured, and at the same time establishing the fact that the Big Bend Country is one of the most reliable and staple wheat sections in the state. Land values have advanced here, of course, but not in proportion to their productiveness as compared with the same character of land elsewhere in Washington. Excellent agricultural land can still be had in the Big Bend Country at from five to ten dollars per acre, and some remote government land still exists. It must be borne in mind that although the Big Bend Country is chiefly devoted to wheat raising, it is equally well adapted to the production of all kinds of cereals, grasses, vegetables and fruits, and many handsome, thrifty little orchards throughout the country attest to the latter fact.

The rapid and prosperous growth of the country is possibly better observed in the quick and substantial growth of the towns than in the country itself. Little struggling places of a store or two and a blacksmith shop have built up so fast that they now possess all of the equipment of modern places. Schools, churches, banks and all kinds of municipal improvements are now noticeable in the hamlets of a water tank, section house and blacksmith shop of a few years ago, and this changed condition is directly attributable to the wonderful productiveness of the soil. The counties that make up the Big Bend Country are Adams, Douglas and Lincoln. Adams county was segregated from Whitman, a banner Palouse county, in 1884, and it has an area of 1,696 square miles. The Northern Pacific Railway runs through the county from northeast to southwest, and the Oregon Railway & Navigation Company traverses the southern border of the county. The surface of the county is a great rolling prairie with

a big plain in the center, and the soil is a light brown loam made up of the disintegrated basalt which lies beneath it. This county has settled up very rapidly, and everyone is prospering. The population is now about 5,000. Good lands are still obtainable here at moderate prices. The county is financially in fine shape; it has only a bonded indebtedness of \$20,000, and has abundant cash resources to meet all its current expenses. Wheat and stock and some fruit are its principal products. There are seven towns in Adams county—Ritzville, Lind, Hatton, Connell, Paha and Harrison on the Northern Pacific, and Washtucna on the Oregon Railway & Navigation Company's road.

Ritzville is the county seat, and it is quite a notable place. It is the distributing point for a large territory, and its growth has been most rapid and solid. It was incorporated in 1890, and now has a population of over 1,000, with an assessed valuation of \$300,000. Its population is no key to its importance, as it does much more business than other towns several times its size. In 1900 1,250,000 bushels of wheat were marketed at Ritzville, and this year it will be a great deal more. The town now has a substantial court house, a graded school, five churches, an opera house, two newspapers, two banks, waterworks and one of the largest flour mills in the Big Bend Country. The place is up-to-date in all respects. Every line of business is represented. The stocks are large and the stores are bright, clean and attractive, and the business men are young, energetic and active, who overlook no opportunity to forward the interests of the place.

The town of Lind is also making rapid strides, and this year's improvements will add materially to its appearances as well as to its business features. The place is dotted with new residence buildings, and several brick business blocks have been completed.

Large areas of new land were cultivated last year which gave big results, but the enormous land sales which have been effected during the last six months will insure a surprising acreage in crop this year. Although considerable of the lands were bought for speculative purposes, yet the settlement is bound to be large. Lind possesses already every facility that could be expected in a new place, such as schools, churches, banks, newspapers, and every appointment that completes the life of new communities.

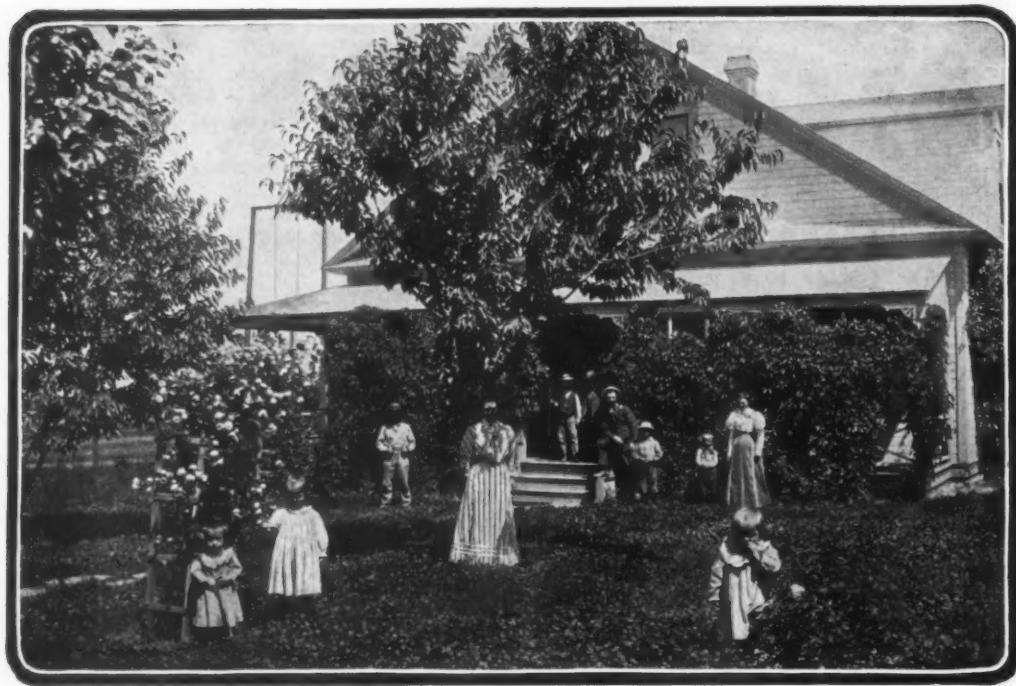
Hatton and Connell are also making rapid strides in the settlement of the country, and the towns show the result in many new improvements.

LINCOLN COUNTY,

So called in honor of Abraham Lincoln, was formed from Spokane county in 1883. It has an area of 2,229 square miles, and an assessed valuation of \$7,353,436. It is bounded on the north by the Columbia River, on the east by Spokane county, on the



FARM OF J. G. WOLFE, EIGHT MILES WEST OF WILBUR, WASHINGTON.



A WENATCHEE HOME.

south by Adams county and on the west by Douglas county. It is a remarkable county in many respects. Its products are more varied than those of the adjoining territory. Although wheat is the chief product, it has an appreciable volume of fruit, stock, cattle, sheep, hogs, horses, lumber and mineral, and the reputed profit on the average farm operations in this county is startling. This county yielded over 6,000,000 bushels of wheat last year, and this year it should exceed this amount materially. The population of the county is over 11,000, and a fair idea of its general development may be gathered from the fact that there are 111 schools, with 124 teachers and 4,100 pupils in the county. Lincoln county is pretty well furnished with transportation facilities. The Washington Central Railroad crosses the county somewhat north of the center, and the Great Northern somewhat south of the center, and the Northern Pacific crosses the southeast corner of the county and the old Seattle Lake Shore road goes through the center as far west as Davenport, while the Columbia River on the north is navigable. The principal towns in Lincoln county are Reardon, Davenport, Creston, Wilbur and Almira on the Washington Central Railroad, and Edwall, Harrington and Odessa on the Great Northern.

Reardon is located about two miles from the Spokane County line, and is a very flourishing place. It has grown most conservatively. It is surrounded by a mag-

nificent agricultural country which is very closely settled. The prices of improved lands here are fairly high, but it is a desirable location for people who wish good land with comfortable improvements at fair prices. Every convenience that can be had in old settled places are to be found in Reardon. Schools, churches, newspapers, banks and all of the social features that make up the life of rural communities are to be found here. Many new homes and several new business buildings are noticeable. The old hotel is now in the hands of new and experienced people, and its improvement is so decided that it becomes a noteworthy feature. The flour mill, too, deserves special mention, as it has a large capacity and very modern and economic appointment.

Davenport is the county seat, and the center of the business, political and educational life of the county. It is a most attractive place and the spirit of improvement and renovation is rife among all classes. A score or more of delightful homes

were erected here during the past year, and the taste and art manifested in architecture keep pace with modern home building in the most refined centers of the country. The business part of the town has had its share of improvements, and several new brick blocks have replaced the old frames, and others are planned for the coming year. Extensive municipal improvements have also been inaugurated and a general system of advancement introduced. The expression of public taste in architecture, as witnessed in the court house and its sur-



A VIEW OF THE GRAND STAND ON THE GROUNDS OF THE CHELAN COUNTY (WASHINGTON) FAIR ASSOCIATION.

roundings and in the new school house is a most commendable feature of town building that should be extended to every public building irrespective of its use.

Creston is an ambitious little place with an excellent country to support it. It is now reaching out in every direction for new people, and judging by the amount of wheat shipped from there last year it has many inducements to offer in a business as well as an agricultural way. The people of Creston want a bank and a flour mill, and I think it would prove a profitable place for both. A good sized cash bonus could be secured from Creston for a flour mill, and it would pay some practical flour mill people to look up this point as a business location. The people are wide awake and energetic, and will do their utmost to encourage every enterprise. The country tributary to Creston is very fertile and land can be bought at reasonable prices.

Wilbur is a notable point in the Big Bend Country. It was the distributing and supply center for a big territory. It is still dominant as a big trading point. A vast stretch of new country buys or gets its supplies through Wilbur. It has not grown as rapidly as other places in the Big Bend Country, but it has grown solidly. It has had some severe setbacks in the shape of fires, but each new effort at building was an improvement on the old. It has a large flour mill, and one of the largest general stores in the state. A strong effort is being made to settle up the country around Wilbur, and it is meeting with great success. Hundreds of new settlers have been located here within the last year and are still coming. The soil is of the same general character as the whole Big Bend Region, and the lands are somewhat cheaper than in the more thickly settled portions.

Almira is the most western town in the county on this line. It is a very promising place. A great many new people have come here within the past year and large tracts of new land have been put in cultivation. The town is growing in a very permanent way, and the present need of the place is a bank and a flour mill. The latter will receive a good bonus. A bank and flour mill should be a success here. There is a big country to draw from that is settling up very fast, and the next few years will see a prosperous good sized town at Almira. The land here is of the same general character as of the whole Big Bend Country and will yield equally as large a crop, and is much cheaper in price. Rapid settlement has not reached this part of the country yet. Considerable stock is raised here, and it has proven quite a profitable industry. Land seekers should not overlook this corner of the country.

Edwall, on the Great Northern, is thirty-five miles southwest of Spokane, and is quite a prosperous little place. It is in the center of a most productive section, and the land tributary to the town is well cultivated. Land is fairly high priced, but as most of it is cultivated and improved it is a desirable section. For people with means who are looking for a place where good houses and barns and other improvements exist then this is a good section to investigate. The town is well situated and possesses many advantages for a small place. An effort is now being made to erect a flour mill at Edwall. A very successful creamery is now being operated at Edwall, and it has proved such a boon to the community and such a profitable enterprise for its owners that it is now being enlarged. Newcomers to Edwall will receive very cordial encouragement.

Harrington has possibly grown more rapidly than any other town in Lincoln county. It lies in a fine section which is well developed. The advent of the Great Northern Railroad through this portion of the state has resulted in the creation of many prosperous towns and Harrington is one of them. The place has grown steadily and is still growing, and in a most substantial way. Many of the old business houses have been replaced by bricks and a great many comfortable residence buildings are being erected now. A modern brick hotel is now nearing completion and it will be furnished in a most complete way. Harrington possesses all of the features of new places, and is making great strides in every line. The soil of this region is the same as all of Lincoln county, and is well settled. There is, however, room for many more settlers, whatever their wants in the agricultural line. Improved farms and wild lands can be had at reasonable prices. The territory is settled with a very desirable

class of people, many of whom have gained wealth and prosperity in Lincoln county.

Odessa, also on the Great Northern, is another instance of rapid growth. It is on the western border of the county, and has become quite a place within the past year. It has grown rapidly and permanently, and its growth is due entirely to big immigration movements. The lands in this section have been settled within the past couple of years and a great deal of cultivation done. The location of the town is well chosen, affording every opportunity for further growth and all sanitary improvements. The country tributary to Odessa is not so well settled as the eastern portion of the county, but the movement into his section is very strong and it will settle quickly this year. Large tracts of railroad and speculative land can be had in this region at moderate prices, and some distant government land can still be had. Improved land can also be had here at reasonable prices.

Wilson Creek, in the eastern border of Douglas county, is another example of quick growth. This is a beautiful town location, and the improvements now going on are permanently designed. The few early settlers of Wilson Creek had boundless aspirations for the place, but not until the great rush for land were they even slightly realized, but things came with a rush. All kinds of stores, a bank, saloons, hotels, schools and churches are now provided, and a live, thrifty town is now in operation. In addition to the stimulus given by land seekers the Great Northern have decided to make a division point at Wilson Creek, and considerable of the hopes of the founders are built on this. The settlement of the land, however, is recognized as the most important feature of places. Land here is quite cheap and lots of government land can still be obtained.

The Commercial Eloquence of Washington

Washington wheat crop 1901, 33,000,000 bushels.

Oats, 5,500,000 bushels, \$2,200,000.

Fruit yield, \$6,000,000.

Hops, 31,724 bales, \$515,000.

Creameries' output, \$2,250,000.

Salmon packed, 1,65,000 cases; increase 951,320.

Total fisheries product, \$7,700,000.

Coal mined, 2,800,000 tons, \$9,800,000.

Lumber cut, 950,000,000 feet.

Shingle cut, 5,000,000,000, \$7,500,000.

Saw and shingle mills in state, 555.

Other wood working factories, 200.

Lumber and shingle output, 1901, \$16,000,000.

Lumber shipped foreign, 200,000,000 feet.

Coast wise lumber shipments, 200,000,000 feet.

Rail shipments east, 350,000,000 feet.

Shingle shipments east, 4,250,000,000.

Number cars lumber sent east, 47,000.

Standing timber in state, 114,778,000,000 feet.

Railway mileage, 3,527; assessed, \$16,473,514.

Lands assessed, 16,209,382 acres at \$78,606,948.

Improvements on 2,733,991 acres, \$17,752,494.

Live stock, 1,213,263 head; assessed, \$11,827,435.

Total assessed property valuation, \$272,008,169.

N. P. R. R. land sales 1,129,842 acres in 1901.

Puget Sound wheat exports, 10,903,316 bushels.

Flour exports, 1,180,374 barrels, value \$3,323,462.

Total value exports foreign, \$2,041,384.

Value imports entered direct, \$8,186,235.

Increase in imports and exports, \$7,551,912.

Foreign commerce, 1901, \$33,227,819; 1891, \$7,605,553.

Entrances from foreign, 2,444; tonnage, 1,211,652.

Clearances foreign, 2,602; tonnage, 1,347,802.

Number Washington flour mills, 92.

Daily capacity, 15,000 barrels.

Steamboating on the Columbia and Lake Chelan

The great State of Washington is this season more than ever the destination of many homeseekers, tourists and travelers in general. Its fame has gone forth over all the land. The magnitude of its undeveloped resources fascinates people who are seeking to win "Dame Fortune's golden smile" as farmers, miners or investors. The entire state is aroused by the opening of this migration which will be of lasting benefit. Washington needs only more labor, skill, enterprise and capital. Nature has endowed the state bounteously. In location, climate, soil and mineral wealth this Evergreen State is as generously provided as any of the older states that have acquired prosperity from like elements.

In addition to the great trunk railways that traverse Washington the steamboat traffic on the Upper Columbia is of the highest importance as an active agency in the development of the state.

Prominent among the transportation enterprises is the Columbia and Okanogan steamboat line, composed of four excellent river boats—the Pringle, Selkirk, Camano and Echo. These have, in the aggregate, freight capacity of 800 tons and accommodations for 300 passengers.

These steamboats make close connection with the Great Northern Railway trains at Wenatchee, on the Columbia, where, owing to the excellent facilities which they provide, much passenger and freight traffic has been developed and is increasing steadily.

The steamboats navigate the Columbia River between Wenatchee, Chelan Falls, Chelan City, Brewster and the famous Okanogan country, so rich in minerals as well as in arable and grazing lands.

This company was organized in 1891 by Capt. Alex. Griggs, who is president. In its first year the company operated one boat, and carried 1,100 tons of freight during the season. Its business increased with the general development of the country, and in 1901 it had four steamboats, and carried 72,000 tons of freight. In that year the boats carried from 5,000 to 6,000 passengers. The up-river freight consists mainly of merchandise and general supplies for ranchmen and miners. Returning, the boats carry wheat, oats, barley and other cereals.

The northern terminus of the line on the Okanogan River is at Riverside, ninety miles from Wenatchee. On the Columbia the terminus is at Bridgeport, eighty-five miles north of Wenatchee.

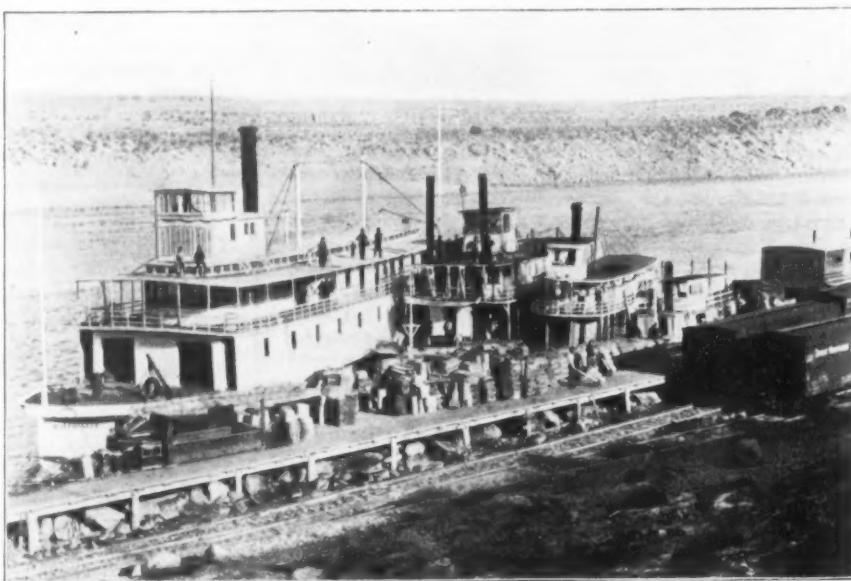
Captain Griggs is widely known throughout Washington and Idaho. Among his old time friends are Mr. James J. Hill and other veteran railroad men of St. Paul. He is firmly convinced that Washington is destined to be great and prosperous. He has been closely associated with the general advancement of the state and is thoroughly conversant with its resources. There is no better authority on all that concerns the business interests of Washington than Captain Griggs.

This steamboat line is of the highest importance as an agency in opening up the wonderful region tributary commercially to this part of the Columbia. It takes up and extends the facilities provided by the Great Northern Railway, which

connects the region with the entire railroad system of the United States as well as with the steamboat traffic in the East, on Lake Superior, and on the West in Puget Sound, where ocean steamers are busily engaged in the China, Japan and Alaska trade. It may be claimed justly for Captain Griggs' steamboats that they have rendered profitable farming, mining and commercial operations of large extent and widespread benefit. In this time of active competition freight rates play an important and sometimes decisive part in determining whether farming or mining will pay. Large areas of fertile land, mineral deposits of vast extent and water power of great value still remain undeveloped in Washington from lack of such transportation facilities as the region watered by the Upper Columbia now enjoys.

It is proposed to connect the Holden mine with the Chelan Lake steamers by a thirteen mile railroad along Railway Creek. Grading was begun last year for this railroad, which will have extensive terminal grounds at the lake.

The business tourist—that is, the man who combines recrea-



STEAMERS AT WENATCHEE, WASH., OWNED BY THE COLUMBIA AND OKANOGAN STEAMER LINE.

tion with profit—is now common. He will find in the Chelan country that the climate is healthful; that it has three growing towns, Chelan, Lakeside and Chelan Falls; that there are about 2,000 people located in the Chelan country, with ample room for thousands more; that the Chelan River provides water power of great extent and value; that the mountains are more or less timbered; that the valley and foothills afford much arable land adapted for fruit farming, and that, as already indicated, there are rich and promising mines near the lake, with every indication that this unexplored treasure house contains other mineral deposits that will generously repay development.

LAKE CHELAN STEAMBOAT SERVICE.

Running in close connection with the Columbia and Okanogan steamboat line at Chelan City is the steamer Stehekin. Captain Watkins.

This boat operates on Lake Chelan between Chelan City, Lakeside, Railroad Creek, Moore's Point, Stehekin and the famous Horseshoe Basin Country, as well as various other points of interest in the picturesque Lake Chelan region, which

might be properly named the "Switzerland of America." The Stehekin is a mail boat. She is spacious and comfortable, and in all respects well adapted for the extensive tourist traffic between the various places of interest on Lake Chelan. At present Captain Watkins makes only three trips a week, but when the tourist travel sets in about June he will make daily trips and place another boat in the service in order to accommodate the travelers.

Lake Chelan, whose scenic splendors are opened to the world by the enterprising Captain Watkins, is the largest lake in the state. It is sixty-five miles in length and from a mile to nearly three miles in width. Its surface altitude is 1,007 feet, while its depth is 1,500 feet, extending 400 feet below sea level. It takes its rise in the glaciers of the main divide of the Cascade Mountains. The Chelan River, three miles long, serves as an outlet for the lake to the Columbia River. The valley at the lower end of Lake Chelan widens by a series of terraces or benches, the higher lands being about 1,400 feet above the lake. Fruit, vegetables and cereals are produced in abundance on this land.

Farther up the lake the lofty mountains close in on it, forming a great glacier-wrought gorge, the precipices rising apparently from below the surface of the water and reaching altitudes of over 7,000 feet. The great gorges, tumbling cascades, dizzy precipices, everlasting snow banks and glaciers and sawteeth peaks that seem to pierce the sky, are the astonishment and wonder of all beholders, combining to form a scenic panorama of wondrous grandeur. The deep, blue waters of the lake as well as the streams that flow into it are alive with trout. In the mountains that girt the lake are bear, deer, mountain goats, cougar, lynx and other game. Grouse and prairie chickens are also plentiful.

The three promising towns, Chelan on the north side of the outlet, and Lakeside on the south side, and Chelan Falls where the waters of the lake empty into the Columbia, add to the attractiveness of this wonderful region, affording as they do well-managed hotels, which pay special attention to promoting the comfort of tourists and rendering their stay enjoyable.



Was Onto Their Game

Generally the confidence man is a smooth individual. He's a right good thing to let alone whether he be a real estate agent, a horse dealer, a politician, a gold brick or a three-card monte man. Once in a great while the confidence man gets it where Gilhooley got the brick, however, and this happened one pleasant evening in Seattle. It could not happen in Tacoma, and so it must have been in Seattle, according to the *Tacoma Ledger*.

A total stranger to the Western country, a young fellow named Charley Winslow, was sitting in the lobby of Seattle's leading hotel early one rainy evening, meditating upon the general cussedness of the town anyhow. Incidentally he noticed a well dressed, comfortable looking man of middle age take the chair near him and begin reading a newspaper. Several minutes passed and nothing was said, when the stranger threw down his paper and exclaimed:

"Confound this country, anyhow. I wish I was back."

He rather addressed his remark to Winslow, who casually remarked: "Back where?"

"In Alaska," replied the stranger. "It may be cold there, but it is better than this cursed rainy, sloppy weather. Are you acquainted here?" he concluded to Winslow, who replied that he was a stranger.

"Going to Nome?" asked the stranger.

"No," was his answer.

"Well, you're making a mistake. That's going to be the country some day. I've been several months in Dawson, but Nome is better. I've got two claims there that I know will bring me in a million."

"Is that so? You are lucky," said Winslow.

"Yes. There's an old fellow that lived there who knows every inch of the Nome country, having been there thirty years. He put me on and gave me a couple of pointers and I staked a couple of claims that he says will be worth a million some day.

He's down here now. It's tiresome here; what do you say to taking a stroll around, and maybe we will run across George and you might talk to him."

Winslow had come to the conclusion already that the stranger's story was a little strong, but having nothing else to do, he decided to see the thing out just for excitement. The two men left the hotel and strolled leisurely along until they came to a Washington street saloon, where the stranger led him in.

"Hello, Jack," said the stranger to the bartender, "has George been in here?"

"No," replied the bartender.

"Well, confound his hide," remarked the stranger, "I suppose he is around spending his money somewhere, and you never can find the old cuss when you want him." Turning to Winslow: "Let's have a drink."

"I don't drink," said Winslow.

"Well, take a cigar, then," and upon Winslow's assenting the bartender passed out a cigar.

"Here, that ain't good enough," said the stranger. "Get a better one, Jack, this man is a friend of mine."

The cigar was produced and lighted; the stranger swallowed his drink with apparent relish and then another man sprang up from some corner of the saloon, remarking to the bartender:

"Jack, I'll shake you for the drinks."

"People in this town must be all broke when they have to beat the bartender for a drink," put in Winslow's friend, and an apparently heated argument followed, which finished by the second stranger offering to shake the first stranger a round, and the proffer was accepted. They shook, and Winslow's friend won, and then shook again and won. Then the second stranger produced a roll of bills.

"I'll bet you two dollars you can't throw two sixes," he said as the first stranger had begun to shake another hand. The bet was promptly accepted and won, and Winslow's friend pocketed the \$2. They kept shaking this way for some time, and on each occasion Winslow's new friend won the money. Finally the second stranger produced another roll of "long green" and exclaimed:

"See here, —— you, I'll beat you yet. Just wait a minute." Then he proceeded to the rear of the room, and while he was gone the first stranger turned to Winslow and handed him \$10.

"What's this for?" asked Winslow.

"Here, you take it."

"What for? I don't want your money. I have money of my own."

"Well, you just take it. Didn't you see that roll he showed? We're two to his one, and we can get that. This is my money. You don't have to put up your own money. Take it. Here's ten more if that ain't enough."

Winslow took the twenty, and the other man came back, and Winslow was drawn into the game and started shaking and kept on until he had won \$20 of the second stranger's money. Then he concluded that this was about the time he was due to get what was to be handed to him, and he refused to shake any further; handed back the original \$20 to his new friend, and put the \$20 he had won into his own pocket. Then the second stranger was decidedly wrathy.

"Ain't you goin' to give me a chance?" he asked, and Winslow's friend began to take part with him, for the two would-be confidence men saw that their victim was about to slip away with \$20 of their own money. Things looked interesting for a few moments.

"Do you fellows take me for a sucker?" asked Winslow. "If you do, you're left. I was onto your game from the start."

Threatening gestures followed, and Winslow produced a revolver and backed out of the saloon, unmolested, and turned into the next saloon, which happened to be run by a man from Winslow's own home. To him he told the incidents of the affair, and was informed that he had met two of the best known "con men" in town, and had certainly got off lucky. Winslow was advised to keep the \$20 for his trouble, and he did so, and carried it with him when he cheerfully left Seattle a few days afterward.

The Major's Christmas

By ROBERTSON HOWARD, JR.

As Major Littlefield walked up the little path under the bare trees toward his quarters he felt chilled by the sharp December wind. His blood was still thin from long service in a fever ridden country. It had only been a few weeks since he had arrived at this Western post from his station in the Philippines, where he had been sent soon after the close of the war in Cuba. He was now returning from headquarters, where he had just received transportation that would take him East on a two-months' leave. It was the first time he had received a leave since the outbreak of the war three years ago.

The Major turned in at his quarters, where he lived alone, in true bachelor style, with only his "striker" to look after him. He dropped his saber in the hall, and walking into his parlor seated himself in a big leather chair before the open hearth fire. The Major lit a cigar, leaned back comfortably and looked into the cheerful fire. It seemed rather odd to know that he was going back home to his beloved Washington to spend Christmas.

Major Littlefield was by no means an old man, as army officers go. Indeed, he was but very little older than first lieutenants were supposed to be in the days before the war. Yet it had been all of ten years since his love affair had ended so sadly and that he had decided to live a bachelor his remaining days. In those days the Major was a very fine young fellow and very well liked by the young ladies at Washington. Now, however, hard service had made him look much older than he really was, and he had become very thin and had acquired the ways of a confirmed bachelor. Yet, if anything, he loved Alice Ross even better than he had loved her ten years ago. They were still friends; indeed, they had been friends since childhood, and she wrote him as many as three letters a year in order that this friendship might not grow rusty. He looked forward to seeing her with a great deal of pleasure, although he feared it would be very much like tearing open an old wound, from which time had partly taken the soreness.

The Major puffed hard at his cigar and looked down at his legs. He could no longer admire their shapeliness, as they had become mere skin and bone. Indeed, he was so thin and changed that he felt sure Alice Ross would never know him. His bachelor quarters were very cheerless, although he had spent a great deal of money in fixing them up. The Major was a very rich man; besides inheriting money, he had made some good investments, and his pay as a major in the army more than met his living expenses.

The Major's striker entered the room and reported that the trunks were packed and that everything was ready. The Major rose from his chair and slipped on his great coat. A few seconds later the carryall drove up and the Major passed out into the gathering dusk. It was only five o'clock, and the pink marks were still traced across the western sky. No snow had yet fallen, but it was so cold that he shivered in his great coat. But he was going home—back to beautiful, sunny Washington. Even now he could see the huge white dome of the capitol through the blue haze and warm sunlight; the long stretch of K. Street; the handsome mansions along Massachusetts Avenue; the smiling faces of his old friends; the beautiful face of a young girl—a face that seemed young and lovely and sweet down the space of ten eventful years.

Thirty minutes later the Major was seated in a Pullman sleeper. His striker put down the grips, handed him the checks for his trunks, shook hands with him and left the car. A moment later the Major was rushing Eastward.

Chicago was reached the morning of the second day. The Major had been up ever since five o'clock. At that early hour he pulled up the curtain of the berth window and looked out, to find that he was just crossing the Mississippi River at Dubuque. At the same time he discovered that it was snowing

hard. He went into the little smoking apartment and lit a cigar. No one else came to annoy him, and for two hours he smoked and looked out at the snow drifting across the prairies of Iowa and Illinois. At seven the porter informed him that a dining car had been hooked on, and that he could now have breakfast. After breakfast the Major returned to the smoking room, and puffed away in silence until the steeples and towers of Chicago appeared upon the rim of the vast prairie.

One hour later the Major was again seated in a warm Pullman car, and Chicago was only a memory of mud and snow and sweeping bitter winds. For a short distance the Baltimore & Ohio follows the lake shore, and the Major could see the last of the season's steamers tied up at the docks. The breakwater along shore was covered inches deep with ice. Soon the train dashed in among the little sand hills, and a few seconds later turned inland between long rows of evergreen trees, and the blue lake was lost to view. All day long the Major was flashed across the flat, uninteresting country. When he entered Ohio about three o'clock in the afternoon the last of the snow disappeared, and the green earth greeted him once more. There was no sun, however, and when the Major turned into his berth that night he felt depressed and tired. He did not go to sleep at once, and by the rocking of the car he knew that they were getting into the mountains. Once, when the train came to a stop, he pulled up the window curtain and looked out, to discover that the cars stood upon a bridge over a town, and that there were people passing below. The moon was trying to come through the clouds, and by its few rays he could see tall mountains in the distance and a river winding along the edge of the city. Then he pulled down the curtain and went to sleep.

When the Major opened his eyes the next morning something told him that he was near his old home. He could not have told you what it was that came over him. He sat up quickly and pulled up the window curtain. The tall mountains were showing through a sea of blue haze and warm, golden sunlight. There was not even snow upon the highest peaks. A log cabin far down a ravine caught his eye. A thin column of pale, blue smoke was curling upward from the chimney, and a girl was standing in the doorway. A long line of worm fence reached up the mountain side, and cows were grazing in the green meadows. As far as he could see rose the tall, blue mountains with their softened outlines, bathing in the golden sunlight. Suddenly the Major saw things through a heavy mist. For the first time in ten years there were tears in his eyes. He was back in his own country—the hills of Maryland. A brakeman came into the car and shouted: "Cumberland next station; stop twenty minutes for breakfast."

From Cumberland, where he had breakfast in the wide dining room of the inn, the run to Harper's Ferry was one of color and beauty and interest. But after crossing the Potomac at Harper's Ferry the mountains were soon left behind; and the hills became smaller all the way to Washington. The Major passed once more into the quiet and peace of the smoking apartment and looked out at the little towns as they flashed past. He had spent happy days in most of them, but he was carried by them so quickly that he was hardly able to make out what they were. He was just able to read "Rockville" on the station as the little city flew past his window like a white flash. Rockville is only fifteen miles from Washington, and running sixty-five miles an hour it does not take long to finish the trip. The Major commenced to collect his baggage and to think about where he should put up. Although a bachelor with no family of his own, he was a man of most numerous and excellent family connections. It was said by envious people, who did not like to acknowledge the Major's many fine qualities, that he was sought after in one section of the country on account of his family connections and in the other section on account of his

wealth. In spite of his single ways of living the Major obtained a great deal of pleasure out of life. He was not without enthusiasm, and his life had been full of interest. He had fought and lived in many different parts of the world. His home had sometimes been an Indian tepee in the far West, a woven grass hut in the Philippines, a palm grove in Cuba. Indeed, had it not been for his unfortunate love affair his life would have been remarkably happy and successful. Yet even in spite of it he still retained a fondness for young girls and the society of all woman-kind. He was very finished in his appearance and in his manners. He had lived in Paris and London, and was quite at home in New York and Boston and Baltimore clubs. As a boy he had sat at his father's table next to foreign ambassadors in gold lace, and as a young man, fresh from West Point, he had followed the hounds over the green hills of Maryland in company with beautiful young women, who could sit a horse as well as any cowboy he afterward encountered out West. Young girls nearly always fell in love with him at first sight on account of an air of romance that seemed to surround him, while older women used every art in their power to enlist him in their train of admirers. His relatives always received him with open arms, but this leave he wished to spend quietly, and so he decided that he would not stop with any of them, but would put up at the Army and Navy Club, and refuse all invitations to come and abide.

Suddenly the long, narrow asphalt streets commenced to flash past the window, and a moment later the train came to a stop. As the Major stepped from the car a porter took his baggage and showed him the way to the carriage entrance. The musical clang of the street car gongs came to his ear, and the air was warm and balmy. He could see the white streets reaching out in all directions, and looking down tree-bordered New Jersey Avenue he saw the beautiful white capitol. The rich voices of the negroes brought joy to his heart. He felt like a boy again. He jumped into a carriage and told the man to drive to the Army and Navy Club. On the way the carriage passed up F. Street, and as it was still before noon he caught fleeting glimpses of some of Washington's most lovely and fashionable young ladies as they hurried home from a morning's shopping. The driver kept on down F. Street until he reached Fourteenth, when he turned north to H. Street, into which he turned to the west. A moment later the Major was alighting before the broad face of the Army and Navy Club. Passing in at the low entrance he paused and looked around at the familiar chairs and at the less familiar and unsympathetic figures seated in them. Suddenly he saw two fellows jump up as though they had been shot and spring toward him. He dropped his baggage and reached out both hands to them.

* * * * *

It was Christmas Eve. Major Littlefield sat in his room at the Army and Navy Club with a little note crushed in his hand. He had come in only a few minutes before from having dined with some friends at the Metropolitan Club. He had found this little note waiting for him. It was from Alice Ross and was very brief. It said:

"I suppose you are going to the Cornwalls' costume ball this evening. However, if you do not go, run over and take tea with us. I want you to see my little sister in her great grandmother's ball dress."

The Major deplored his misfortune. He would rather have taken tea with Alice Ross and her lovely young sister than to have dined with all the good fellows in the world. He jerked his watch out quickly and looked at it. If he had missed the tea he might still be in time to see the young debutante in her great grandmother's ball dress. How beautiful she was, and how much like the Alice of ten years ago! When he had last seen her she was only a little girl of twelve, who used to kiss him good night. Now she was a most charming young lady of seventeen, doing her first year in Washington society. The Major slipped on his great coat and ordered a carriage.

In the few minutes it took the carriage to go the distance of five squares the Major went over in his mind the events that had occurred since his arrival in Washington two weeks before. The evening of the second day he had called upon Alice Ross. The maid who led him in had hardly disappeared when a beau-

tiful young girl entered the room. At first the Major thought it was Alice, but then he remembered that it had been ten years since he had seen Alice, and that she must certainly have grown older in that time. This girl advanced and held out her hand, with a charming smile of welcome.

"How do you do, Major Littlefield?" she said. "I am so glad to see you. Alice will be down in a few moments. I am Alice's sister. Don't you remember me?"

By the time Alice was ready to come down the Major and the young girl had become so interested in each other that the entrance of Alice was almost a disappointment. But at the first touch of her hand the Major felt his old love for her rush back upon him. But Alice seemed bent on making her sister, who, she explained to the Major, was one of the season's debutantes, do all the talking. When the Major rose to go he left with a sense of disappointment and loss. After that it was much the same when he visited at the Rosses'. He had become very fond of the debutante, but he would never love anyone as he loved Alice in spite of the fact that she seemingly remained unconscious of this. The Major felt glad to be in such friendly sympathy with one so beautiful and sweet as the young debutante. But Alice seemed more happy to see her little sister and the Major interested in each other than she appeared to be when the Major devoted himself entirely to her.

To-night he found Alice seated upon the long oak bench in the great hall looking into the open fire, where a big log was blazing. It was a hall hung on each side with portraits of all the ancient Rosses. It was built in exact imitation of her grandfather's place in Maryland.

"Aren't you going?" asked Alice.

"No," said the Major. "And you?"

"I also am going to stay away," said Alice. "My sister is going in her great grandmother's ball dress. I was afraid you were not going and so I sent for you. I want you to see her. She looks so lovely tonight. Couldn't you come to tea?"

The Major explained about not getting her note, and in the midst of it the debutante came down the hall. She was just a little bit excited, and the hand she gave him was warm and fluttered with the rapid pulsation of her heart.

"See what a strong family likeness there is between all of us," she cried.

She ran down the hall and stood under the portrait of her great grandmother. As she stood there in the same gown, the same jewels around her neck and in her hair, the same fan in her hand, it was as though the grand dame had become a girl again and had stepped down from her gold frame in which she had lived for a hundred years.

Suddenly the debutante lost her gaiety. Something told her that her beautiful sister was not happy tonight, when every one ought to be.

"Alice," she cried, "I wish awfully that you and Major Littlefield would come. Won't you?" turning sweetly to the Major.

For a moment the Major's heart warmed. Then as a rush of recollection came over him he felt suddenly chilled. How much she was like her sister of ten years ago!

"You silly darling," cried Alice. "Major Littlefield is an old campaigner, and I am an old maid. You had better run along, dear, as your carriage is waiting and it is getting late."

The debutante turned back and threw her arms around her sister's neck and kissed her.

"None of them are as lovely as you, Alice," she said, "and you shall never be an old maid."

She crossed over to the Major and again gave him her warm, pink little hand.

"Good-night, Major," she said. "Take good care of my pretty sister, and don't let her feel lonesome."

The Major and Alice stood in silence and watched the debutante pass down the great hall and out into the starlit night. The oak log cracked and groaned and sputtered upon the old-fashioned hearth, and the fire light flickered and cast ghostly shadows upon the walls and ceiling. When the Major turned to Alice she was standing quite motionless, looking down the dim hall as though she still saw the vanishing figure of her sweet, young sister. Then she turned her eyes upon him, and

there was an expression in them as though she did not see him. As he looked into her eyes the Major saw ten years of her life's history written there—and ten years of his own life's history.

He stepped forward and placed his arm around her as confidently as he had walked up the hill at El Caney.

"Your little sister is right, Alice," he said. "None of them are as lovely as you. I am not going to allow you to be an old maid any longer."

* * * * *

It was early Christmas morning when the debutante ran up the brownstone steps from her carriage and entered the great hall. The fire was burning brightly, and the Major and Alice were sitting very close together upon the bench in front of the cheerful blaze. Both were looking strangely happy and younger. The debutante paused in startled surprise.

"Merry Christmas, Major! Merry Christmas, Alice!" she cried.

Then she rushed forward and kissed them both.



Irrigation, Forestry...Floods

For nearly three centuries the Caucasian has been trying to subdue the North American continent. Beginning with the Atlantic coast his war has been waged first, against the Indians; second, against the forests; and third, against the swamps. Stage by stage he drove the Indians west; acre by acre he cut and burned the magnificent forests of the Atlantic and Middle States; mile by mile he ditched and drained nature's reservoirs, the swamps and the lowlands. And what is his reward? He has conquered the continent, or a large part of it, but under his conquering methods it is rapidly turning into a desert. The advancing Caucasian, like all true conquerors, destroyed without rebuilding. He reversed the natural laws which during countless centuries had made of the central portion of the North American continent a paradise, and the process of decay at once set in. With the hills denuded of their natural protection erosion set in, utterly destroying their soil, while at the same time they became water sheds to help swell the floods of the valley below. The draining of the swamps and lowlands rendered them useful, but at the same time let loose all their accumulated waters into the river valleys, so that now the once fertile stretches of farm land between the banks of our great streams and the foot hills are rendered uninhabitable. Every spring comes the rush of waters, overwhelming, destroying all. It is nature's protest against the unwisdom of man. What is to be done? Redeem the East as well as the West by reforesting the hills and by building artificial reservoirs to retain and distribute the rainfall. Over the greater part of the United States there is sufficient rainfall, if properly distributed, to maintain abundant life, both animal and vegetable. The only problem is that of its distribution. The West needs reservoirs to retain the floods for the use of the parched land during the rainless seasons. The East, South, and Middle West needs reservoirs to retain the floods and regulate the flow of water for the purpose of protecting the valleys which long cultivation has made fertile and which are in constant danger of destruction. Irrigation, forestry and the protection against floods are three problems which must be solved by the National Government. States may reforest their hills and build reservoirs and ditches for irrigation, but they cannot control the rivers beyond their boundaries. The control of running waters, like that of navigable streams, must be assumed by the National Government. Ohio, Kentucky, Indiana and Illinois each and all suffer from the ravages of the floods which have their origin in the mountains of Pennsylvania. The water supply of the Columbia, the Missouri, the Arkansas and the Colorado Rivers is beyond the jurisdiction of the State which stands in most need of it. The first duty of the general government is to take such action as to encourage the restoration of the natural reservoirs—the forests on all waste lands, and then comes the necessity for artificial reservoirs. Nor is this a local matter; the East stands in as much need of these reservoirs as the West. Millions of dollars worth of property and many lives are destroyed every year by the floods of the Ohio River. The general government alone

is able to cope with this question. The storing of the floods in the West means the redemption from the desert of a large section of fertile country; in the East it means the prevention of the destruction of thousands of homes. We have spoken of the forests in their capacity of reservoirs only; that is but one side of the question. Aside from its effect upon the distribution of moisture, reforesting the East as well as the West will prove a paying proposition to the National Government from a money standpoint. It is difficult to see how any member of congress can hesitate as to his duty regarding the proposition to redeem his country from the desert and from those natural forces which are rapidly working to that end.

Some Fools We Have Known

There are many different kinds of fools—young fools, big fools, blank fools, and others! You find them in every country and on every street corner, on the stage, in the office, on the stump, in the church, in poverty and squalor, in riches and luxury; throughout the length and breadth of the land—fools!

Lots of them are good fools, too. Think of the one who always tells the truth no matter what the consequences! He who with his little hatchet and a conscious air of well doing cuts down lives and mutilates souls without even the hesitation of the murderer whose uplifted hand is stayed but for an instant under the momentary influence of his better angel—or by having "nothing to say in either direction" leaves the very worst to be imagined, and by remaining silent because he "cannot tell a lie" incriminates more than the basest libel that was ever invented!

Then the fool who always "means well."

He will undertake to straighten out a family or neighborly quarrel by a few tactful words spoken in a low tone at the wrong time; and he will crawl home very much the worse for wear, and wonder at the ingratitude of the world! He will enlarge upon the architectural beauties of the gallows, to the condemned criminal; he will quote poetry by the yard to a friend dying of nervous dyspepsia; he will notice that you have added wrinkles since he saw you last, and offer his sympathy, and in a dozen wild efforts to cheer the world in general earn the well-merited hatred of all.

Then the religious fool!

He who holds a man up on the street car or in a crowded thoroughfare to hiss in his ear with sanctimonious visage, "do you love Jesus?"

He who stands in the pulpit and preaches death and eternal damnation to the depraved beings who go on Sunday picnics, or have ice cream for dinner on the Lord's day; and that same fool who, entering a stricken household where death has swept to the soul's first staring agony, whispers "rejoice!"

The man who forces his son into the grocery business or makes him keep books when his whole soul is all aglow with artistic longing; the woman who compels her unmusical offspring to take piano lessons when every thumping discord is an agonized protest; the parent who beats her child and then in its immediate bitterness forces a kiss to show no ill will; the people who scoff at religion because they are cowards, who kick against fate when they themselves are alone to blame, who sneer at things they fail to appreciate, who jest at scars who never felt wounds, who, having eyes, see not, neither hearing—understand!

* * * * *

And the moral of it all is: If you are a fool, cheer up! There are others!—Pearl Terry.

A Great Copper Field

The Idaho copper belt is fully a hundred miles long, and recent investments in the properties were made on the strength of thorough and scientific examinations showing an average percentage of pure metal higher than anything the world has yet known, and higher than conservative opinion is willing to accept as a fact. When the copper country begins to produce one-half what is now confidently asserted for it, and this half cut squarely in two again with the remainder, Central Idaho will enter upon halcyon days of new and colossal riches that will make its previous mineral output look pale and feeble in contrast. So says the Weiser (Id.) *Signal*.

Vashon Island, a Beautiful and Productive Spot in Puget Sound

By FREDERIC L. SEIXAS

Lying in Puget Sound, directly in the pathway of steamers plying between Seattle and Tacoma, and half way between those two cities, is Vashon Island, consisting of something over 20,000 acres, a large part of which is, as yet, only partly cultivated, although the land which has been cultivated has brought its owners handsome returns.

The island, which is twelve miles long, of an average width of four miles, was originally timbered, but with the necessary clearing it developed that the soil was excellently adapted for the successful raising of small fruits such as strawberries, raspberries, prunes, plums, pears, etc., and quite a number of the islanders now find a ready sale for their products in the constantly growing markets of Seattle, Tacoma and the state. In addition to fruits, large quantities of vegetables and even flowers are daily shipped by boat to the two cities.

The well-known climate of the Puget Sound country, the very fertile soil and other natural advantages have combined to make fruit growing the principal industry up to this time, but its close proximity to the cities, its beautiful scenery, its abundant supply of pure water, its educational and church advantages have all tended to attract the attention of the city people, who first camped during the summer months in its shady groves and on its sandy beaches, and later purchased ground and built summer homes there. The settlers, conscious of the growth and development which will come with desirable immigration and investment on the island, have made an honorable effort to exploit the rich possibilities of the locality and the advantages they already enjoy. With a population of something over 1,000 people, Vashon Island has many pretty little homes, several churches, a graded school house (the latter built entirely by subscription), several general stores, Vashon College, a well administered educational institution with over 100 pupils on its rolls, ample postal facilities, one of the largest greenhouses west of the Rocky Mountains, and quite a number of well kept fruit orchards. The Puget Sound Chautauqua has erected several substantial



RESIDENCE OF E. E. VAN OLINDA, VASHON, WASHINGTON.

buildings on the island, where big meetings are held each summer. Located in Quartermaster Harbor is the dry dock of the Puget Sound Dry Dock Company, one of the largest on the Pacific Coast.

A sawmill and box factory transforms the natural fir and cedar found on the island into fruit boxes, in which the products of the island are shipped to the markets. Vashon Island boasts of the oldest horticultural society in the state, and its members are doing much for the betterment of island conditions, and its improvement committee, consisting of three well-known residents—Dr. J. J. Sturgus, B. W. Alexander and J. J. Steffenson—are doing excellent work in the way of disseminating good information in the outside world. There is every indication that Vashon Island, like Whidby, further north in the Sound, will get her share of the big homeseekers' movement when once her advantages are known and appreciated by the newcomers.

On the island are lodges of Modern Woodmen, Woodmen of the World and Good Templars.



No Limit to This

The man who composed "Home, Sweet Home," never had a home. The man who composed "On the Banks of the Wabash," never had a bank. The man who composed "Baby Mine," never had a mine. The man who composed "My Bark is on the Sea," never had a dog. The man who composed "Tramp! Tramp! Tramp!" never owned a tomato can. The man who—but probably we have carried this far enuf.—*Kansas City Journal*.

But why not carry it further? The man who wrote "Just as the Sun Went Down," never had a son. The man who wrote "Just One Girl," however, probably had half a dozen. The farther you carry it the more interesting it becomes.—*Moyie Leader*.

Quite so. For the man who wrote "Sweet Smelling Posies," never had a cent. The author of "Treat Her Gently," was a prohibitionist, but the fellow who got off "The Soldiers of the Queen," was a son-of-a-gun.—*Frank Sentinel*.

Still there are others. The fellow who wrote "Forgotten," might have dedicated it to his creditors. The author of "You Are My Honeysuckle, I Am the Bee," may have been a big mitt man, and the innocent farmer his audience. The man who composed "On a Bicycle Built for Two," must have had wheels. "Oh, Divine Redeemer," was first sung by a St. Paul Israelite to a good thing who paid compound interest when he took his watch out of hock. The author of "Take Back Your Gold," did not know the value of money—that's a cinch! The chap who composed "The Lost Chord," never sawed one, maybe, while the author of "The Tale of the Kangaroo," never had one.

Next!



Sunnyside

An Ideal Town in An Ideal Country

Sunnyside is in the south central part of Washington, in the middle of the great Yakima Valley, which is the most noted general agricultural district in the State. The climate is as mild as it is possible where there is any winter at all. Plowing and grading frequently go on uninterrupted the year round. The summers have long, bright days with cool nights.

This land is all subject to irrigation by the Sunnyside Canal. It is the largest enterprise of the kind in the State and the third largest in the world. The source of supply for it is in the Cascades. The charges for water are \$1 per acre per annum. The soil is very deep, averaging about thirty feet. It is a light decomposed granite and volcanic ash of the richest fertility. The products from the climatic and soil conditions are of the very greatest in variety, largest in yield and superior in quality. It is adapted to the production of apples, peaches, pears, prunes, cherries, grapes and all kinds of berries, on lands close to the river or at a sufficient elevation to escape the late spring frosts. Honey, poultry, potatoes, melons and squash and all kinds of garden truck do well. The greatest yield per acre of all kinds of grasses is obtained.

Four to seven tons of clover and timothy and six to ten of alfalfa is the average crop. The marketable condition of these grasses is almost perfect, commanding the highest prices wherever sold.

Thousands of cattle and sheep are brought in from the ranges in the fall and fattened on the alfalfa. The very largest yield of small grain is obtained, but a very limited amount of land is used for this purpose because there is such a large proportion of the Northwest adapted to the production of small grains and so little to the production of irrigated crops that there is a greater profit in raising such things as require irrigation.

The mild climate and the enormous crops of alfalfa make it an ideal place for growing livestock of all kinds. One acre of alfalfa will sustain the year round two head of horses or cattle, eight hogs or fifteen sheep. No shelter is required. There is unlimited range above the irrigating canal.

The best of Washington coal is obtained at \$4 per ton. No. 1 common lumber is \$14 per thousand. A young man without a family, with \$250 and a willing mind and sound body can make a good start. A married man with a family should have not less than \$1,000. The ditch company has been selling land at \$35 per acre, perpetual water right, but has given notice that lands will be advanced to \$40 February 10. Residence lots in the townsite of Sunnyside sell at \$50 to \$150 per lot. Business lots at \$100 to \$500.

The first things usually considered in seeking a home are the soil, products and climate. While these are important the settlers of Sunnyside have given the first

consideration to society. The promoters of the largest settlement here set out to get people who wanted ideal homes, schools and churches and who would be satisfied with nothing else. The first of these were men at the head of a church publishing house, a bank and a large church diocese. They had investigated the country until they were satisfied that it possessed all the natural advantages requisite to unlimited prosperity.

They began by establishing a Sunday school, regular church services and improving the public school. Now there are at Sunnyside three of the finest church buildings in the county. The public school has grounds and appointments surpassed



nowhere in the State with a like population. The houses that are building are, so far as means will support, models. The occupants have come, not to make a little money and then go elsewhere, but for permanent homes.

Sunnyside is strictly a temperance town. The townsite is owned by a party who is very radical on these lines. All deeds prohibit forever saloons, gambling and prostitution, the vices common and peculiar to most cities. There were some who thought this would retard the settlement of the town, but such has not been the case.

There is not at present a more prosperous community to be found. There are a great many people looking for just such conditions.



The Chinese in America

It is the general impression among Americans that the Chinese in this country are parsimonious, says Sunyow Pang in the *Forum*. This is not the case. The Chinese have earned enormous amounts of money, to be sure, but they have also spent largely. Their savings may be estimated as not more than ten per cent of what they earn, which is very often permanently invested in this country, and does not go to China. Laborers seldom save anything, and this is as true of the Chinese as of other nationalities. In the first place, the Chinaman is usually charged more for what he buys than any one else, and again he is inclined to be a spendthrift when he can. He is an epicure in his own way. He is also fond of silk clothes and expensive shoes. Very often he is a gambler. The actual needs of the Chinaman are greater in this country than in China. The climate in the Kwang-tung provinces is so mild that all he requires at home is a thin cotton blouse and trousers, and two extra garments for winter. His hat is of roughly plaited straw, and he wears straw sandals. In this country, he must wear woollen underclothing, a felt hat, and leather boots, if a laborer. His boots in America cost four or five times as much as his whole outfit in China.

The food bought by the Chinese is often quite as expensive as that of the whites. Instead of living almost altogether on rice and chop sooy, as is the general impression, Chinamen, being quite as fond of meat as Americans, buy pork, beef and chickens. Chop sooy is made to sell to curious white persons who visit Chinatown. In the vicinity of every large city where there is any considerable Chinese colony there are truck gardens devoted to raising vegetables exclusively for Chinamen from seed brought from their native land. These vegetables are unknown to Americans. But the Chinese also consume large quantities of the finer kinds of American vegetables. The Chinaman has a sweet tooth, also; and in the best Chinese restaurants in San Francisco, New York, Chicago and other large cities, the best of wines are served to Chinese as well as American customers, together with the finest and most expensive foods. In the average Chinese restaurant in those cities good board can be had by the Chinese for from fifteen to twenty dollars a month, and these restaurants are largely patronized. As a rule, the Chinamen are compelled to lodge in mean quarters; but in New York and San Francisco there are a number of well-appointed homes, occupied by the families of well-to-do Chinese merchants, which the American seldom or never sees. In New York there is an apartment house, up-to-date in every respect, occupied by Chinese families. The Chinaman sticks as closely as he can to the traditions and customs of his country, which are strange to the Occidental, and, therefore, a subject for comment and often for derision.

There are not many rich Chinamen in America; but some of them are very well off, with fortunes ranging from \$100,000 to \$200,000. There is one multi-millionaire, Chin Tan Sun, who is the richest Chinaman in the country. Chin Tan Sun owns whole towns, and employs hundreds of white men and women in his factories and canneries. He owns ranches, city real estate, gold mines, and diamonds; he runs lottery games; he imports laborers; he conducts a real estate business; and he has several merchandise stores in San Francisco. He is a self-made man, and very shrewd and progressive. He came to America in the steerage as a lad, and went to work in a kitchen. He married a white

woman, and with their savings they originated a "little lottery" business in San Francisco. He was largely patronized by Americans, and soon grew rich enough to become a merchant also. From this beginning he developed into a commercial and political power. He is called "Big Jim" on account of his size. He is six feet tall, and a well-proportioned, good-looking man. In business he is regarded as the soul of honor. His wardrobe is magnificent, and several valets are needed to care for it.

Chances in Mexico

E. Pennington, second vice president and general manager of the Soo road, returned recently from an extensive trip through the Southwest and Mexico. He was impressed with the prosperity of the Southwest and the opportunities for American capital and energy in old Mexico.

"Northern energy and capital is the factor that must develop Mexico's industries and give her permanent and general prosperity," said Mr. Pennington in an interview. "American capital is now successfully developing Mexican mines. But the big field for investment and money making in that country is but partially cultivated. This is probably due to the fact that American money and brains has had plenty of opportunity at home. When the American begins looking to other countries for investment I believe that Mexico will be the first to profit. Americans whom I conversed with in Mexico were well pleased with the results of their undertakings. The country has a rich soil, but many districts need irrigation before big development can come. In these enterprises American money and engineering skill will find an opportunity. There has been some railroad building in the past few years, but the increase in mileage is comparatively small.

"With the development of the domestic trade of Mexico will come the growth in importance and population of several of the Mexican ports. Among these is Tampico, which has one of the best harbors of the continent. The Mexican Central is doing much to increase the advantages of this port. American tourists visiting Mexico are steadily increasing in numbers. This business furnishes a revenue which the Mexicans appear to appreciate. It is notable that the American visitors contribute most of the funds necessary to carry on the bull fights, which continue to be a part of the amusement of Old Mexico. The natives view the exhibition from street car tops or other inexpensive locations, while the Americans buy the more expensive seats near the arena. For all that, I believe that one bull fight or the first act of it is enough for the average American."

"The Southwest is developing steadily. Many people are settling in that section of the country. This year should show good results for Texas and Oklahoma."

Where Riley's "Home Folks" Live

Greenfield, where James Whitcomb Riley's "home folks" live, is a thriving Indiana town, some twenty miles east of the State capital, on the old National Road, "the main highway from East to West—historic in its day," running between Washington and St. Louis. In the melodious verses of Greenfield's beloved poet, the place figures as a modest little village, nestling cozily amid its native woods and fields, and teeming with hearts that throb in neighborly love and good fellowship—a place where every one is content with the quiet village life and interests, and where "Howdy, Jim?" is uttered with heartfelt sincerity. Such was the Greenfield of other years. The Greenfield of today, trim in its modern dress of up-to-date culture and metropolitan airs, is as different as is its popular poet from the barefoot country lad of former times. Even the Riley homestead bears traces of modern handiwork. But "Old Brandywine" is still "the same old stream;" and "the old swimmin'-hole," and the gnarled old trees, under which Almon Keefer used to read aloud from "Tales of the Ocean," are as they were in the poet's boyhood. The hearts of the "home folks," too, are unchanged, and each passing year only deepens their love and pride for the "Greenfield boy," who is still claimed as "our Jim," although he has lived for years in Indianapolis.—*The Ladies' Home Journal*.

Will Tacoma Be the Metropolis of the American Occident?

By W. A. POWELL

The following is a letter from W. A. Powell, which recently appeared in the *Tacoma Evening News*:

As an observer whose whole experience has been in the East, the writer came to the far West with ill-disguised contempt for the "wild and woolly" section of this country. But a year spent on the Pacific Coast has convinced him of the tremendous change that is impending, that has, in fact, begun in new world trade—the mighty westward trend of traffic that has already set in and is bound to grow in strength and volume every day.

It means sooner or later an "about face" in the business of a hemisphere; an ultimate revolution in the commerce of the world. It means further that American merchants and manufacturers and shippers who have long worshipped only the rising sun, are about to turn part at least of their homage to the setting sun. It means still further that there is an awakening to the fact that 800,000,000 people in Asia, Africa and Australia as well as in the Pacific archipelagoes are commercially worthy of sharing the attention heretofore given wholly to 200,000,000 in Europe. It means that ere long the Pacific Coast, instead of the Atlantic Coast—or certainly no less than the Atlantic Coast—is to be the front door to America; that all routes of commerce for centuries past are to be revised, if not reversed.

Over sixty years ago Senator Benton, standing in the senate, pointed to the mighty and then almost unknown wilderness of the West and exclaimed: "There lies the East—there lies India!"

Railways, steamships and electric wires are fast turning his prophecy into history, and the contest is on for control of the commerce of nearly a billion of people—full half of the population of the globe.

It is a prize worth the mightiest efforts of giants in political, commercial and financial warfare. According to the latest obtainable statistics the merchandise exports to Asia are \$1,006,245,000 a year, and the imports are \$988,150,000 a year—an aggregate in even figures of \$2,000,000,000 a year, or nearly one-thirteenth of the total foreign commerce of the United States during the 112 years from 1789 to 1901.

Of this vast trade the United States and Canada last year received \$213,000,000, or a trifle over 10 per cent, and the Pacific Coast ports of the United States—Tacoma, Portland, Seattle and San Francisco, secured of this quantity \$74,125,000, of which the imports amounted to \$46,625,000 and the exports to \$27,500,000. All this has grown from nothing within a young man's memory. In 1867 one small steamer sailing from San Francisco handled all the Asiatic trade of the Pacific Coast. In 1891 there were but forty clearances of steam vessels for Asia from the whole coast—all but six from San Francisco. Last year—1900—there were 599 entrances and clearances of steam and sailing vessels in Asiatic trade at the Pacific Coast ports of the United States alone. The regular Asiatic steamer lines now include 61 steamships, making about 250 round trips a year. Half of all the steam merchant vessels building in the United States today, or 71,550 net registered tonnage, are for the Pacific Coast.

Last year, from Jan. 1 to Nov. 1, inclusive, a total of 798 vessels have sailed from Pacific Coast ports—from Tacoma, Portland, Seattle and San Francisco for Australia, Asia, Africa and Europe.

The lion's share was to the Orient, although a goodly portion was breadstuffs to Europe. For a share of this mighty harvest to the Orient, Russia is pushing her 6,000 mile trans-hemispheric railways from St. Petersburg to Vladivostock, and advancing her outposts to the borders of China and Hindostan; Great Britain is maintaining her prodigiously costly East Indian establishment, her North and South African foothold and her

Canadian Pacific railway and steamship lines, and Germany, France and Italy are grasping every available foot of Oriental land and sea.

For this our great American railway systems are combining and consolidating and building powerful steamships capable of making the trip across the Pacific in from ten to fourteen days.

With all mercantile creation reaching for it, an ever-increasing volume of this magnificent treasure-tide of trade is bound to flow through Pacific Coast gateways. A homely old Southern adage says, "the longest pole takes the persimmon;" and, other things being equal, the shortest route gets the traffic. Pacific Coast ports are thousands of miles nearer to the great commercial centers of Eastern and Southeastern Asia than Atlantic Coast ports or any of the ports of England and Northern Europe.

San Francisco is 5,600 miles nearer Hongkong or Shanghai than New York or Boston is by the way of the Suez canal, and about 3,000 miles nearer than Liverpool or Hamburg.

Tacoma, situated on and reached by the magnificent inland sea of Puget Sound, is still 300 miles nearer than San Francisco, and is making gigantic strides for the supremacy of the coast as a shipping port. Marvelous as the growth of the export business of the coast is, it is less marvelous than the share that the port of Tacoma has in the making thereof, it being understood that size and population should be considered. Doing this, statistics prove beyond the shadow of a doubt that the metropolis of the Pacific Coast (and that to come within the next ten or fifteen years) will eventually be the city of Tacoma in the State of Washington.

Shortness of route means quickness of transit. The shortest is the quickest. Never before in human history has it been so true as it is today that "time is money."

Another significant point: It is known in the shipping world that coal and supplies are cheaper in Tacoma than in not only any other port on the coast, but in the world. Thus, with shortness and quickness assured, cheapness completes the trinity of considerations that must eventually control all movements of commerce. Tacoma holds an Arkansas hand, "five aces and a bowie knife." And no port on the coast, no matter what its present position, in truth or falsehood, can compare as to its future with Tacoma. Then, it is not too much to say, that at the junction of a great railway system and the most magnificent inland sea in the world, connecting with the greatest ocean in the world, will ultimately be the metropolis of the American Occident and the gateway to the Orient. And the name of that metropolis will be Tacoma, Washington, U. S. A.

The Sunnyside District

"The past season has been the most prosperous in the history of the Yakima country," said W. N. Granger, manager of the Washington Irrigation Company, owners of the Sunnyside canal, and a large amount of land contiguous to it, in an interview recently. The Sunnyside canal is said to be the third largest enterprise of its kind in the United States, having 32 miles of main canal 62 feet wide, with a depth of eight feet, and over 350 miles of branch canals, covering an area of 65,000 acres.

Continuing, Mr. Granger said: "The crops have been excellent, and have never brought better prices. The great prosperity of the district is no better indicated than by the showing of the two banks at North Yakima, which have a combined deposit of \$1,200,000, placed there almost entirely by the farmers of the county. The town of North Yakima has grown very rapidly during the year, and a large number of fine business and res-

dence buildings have been added to the community. As a business town it is considered by traveling men to be decidedly the best between Spokane and the coast.

"This year has witnessed a great improvement in the section of the county known as the Sunnyside district. There has been a very large immigration to this section, of farmers from the Central West, a great many of whom have come from the State of Iowa. They have all been prosperous farmers where they came from, and have brought with them ample means for the immediate improvement of the land they have acquired. This is, of course, what is to be desired, as it helps to make prosperous conditions and gives great prospects for the future of the section.

"The rapid development of the country has brought about the active consideration of a railroad through the Sunnyside district, one projected being a branch of the Northern Pacific from Toppenish to Sunnyside, and another one contemplates the building of an electric line by way of the Moxee valley, connecting North Yakima with Prosser, and running through the Sunnyside country.

"The inducements for the large immigration from the East are the satisfactory results obtained from the cultivation of the irrigated lands. Sunnyside is presumed to be unsurpassed as a stock, fruit and hop producing section, and is regarded as a district especially suited for diversified farming and the production of high grade crops. Any well set field of alfalfa in that section will produce an average of eight tons to the acre, besides being excellent for pasture purposes in place of the fourth cutting. There were 50,000 tons of alfalfa raised there last season, part of which was fed to cattle and sheep. The rest was baled and shipped out of the country. This hay brought an average of \$4 a ton in the stack.

"The fruit crop was a large one this year, and was largely picked up by buyers from the East, the bulk of the crop having been marketed in Chicago. The apples of the Sunnyside district are of a superior quality and always command fancy prices.

"This year's crop brought from \$1 to \$1.50 per box to the producers, and sold by the Chicago jobbers at from \$3 to \$3.35 per box. To illustrate individual profit in the cultivation of apples: R. D. Herod, of Zillah, sold this year, from two and a half

acres of seven-year-old trees, 2,650 boxes of choice apples, bringing \$1 per box, a gross return of over \$1,000 per acre. There are a number of instances of growers there who have done as well, which proves that an apple orchard in the district will produce larger net results to the acre than the very best of California orange sections.

"Potatoes are also a good crop, and raising them this year has been very profitable. Yakima potatoes have a reputation for quality well known on the Sound, and this reputation is beginning to be appreciated as far east as Chicago and other points in the vicinity to which large shipments have been made this year. Portions of crops have been sold there for as high as \$2.50 per ton, and some of the farmers were able to produce this year over fifteen tons per acre. The hop crop is also a profitable one, because the yield is large and the quality good, and the growers do not have to go to the expense of spraying for the hoplouse, the insect being unknown there.

"The railroads anticipate a greater immigration into Yakima County this next spring than was ever thought possible before, and the county is destined to become the most densely populated portion of the agricultural section of the Northwest within a very few years."

Mineral Products of the United States

The value of the mineral products of the United States in 1900 exceeded for the first time the billion dollar mark, according to the geological survey report on mineral resources which has just been issued. The exact figures were \$1,067,603,606, as compared with \$971,900,894 in 1899, a gain of \$95,702,712 or 9.85 per cent.

Iron and coal alone yielded more than half of the grand total, their combined value being over \$566,000,000. Of the total iron ore output of 27,553,161 long tons, the Lake Superior region, embracing mines in Michigan, Wisconsin and Minnesota, produced its maximum output of 20,564,238 long tons, or 75 per cent of the total for the United States. The Mesaba range in Minnesota alone produced 8,158,450 long tons, or 30 per cent of the total domestic product.



A TACOMA SHIPPING SCENE.



Confessions of a Police Reporter

By VICTOR H. SMALLEY



Clang! The sound of the gong, the beating of the hoofs of galloping horses on the hard pavements cause the pedestrian to stop and watch the flying patrol dash on its mad respond to duty's call. The stalwart driver leans forward on the high seat, his long muscular arms straining at the reins while his whip snaps angrily over the backs of the speeding steeds. The patrol has the right of way. Drivers swerve their horses into the sides of the streets. Nursemaids gather up their tiny charges and scamper swiftly to places of safety. Motormen reverse their levers and bring their cars to an abrupt stop. All traffic is suspended until the man in blue, who so diligently plies his whip from the high seat, has carefully navigated the lumbersome wagon with its shining brass finishings and heavy wheels through the labyrinth of vehicles.

Seated in the pitching, swaying wagon is the conductor, drawing on his great coat and unloosening the club at his belt. Opposite him sits a beardless youth, whose white fedora hat is pulled carelessly down over his eyes. He puffs nonchalantly at a black cigar, and seems much at home and uninterested. He is the police reporter and is also responding to his call of duty, for where the services of the strong arm of the law are required is where he knows he should be found.

It is about this young man that I will write. Much has been written of newspaper life in general, but the police reporter, strange to say, has failed to figure conspicuously therein. Why such a fruitful source of "copy" has not received more attention in the world of literature is not easily explained. His life is a continuous panorama of excitement and romance. He sees more in one day than most people do during a lifetime.

Police reporting is a profession peculiar in itself. To be a good police reporter one's mind should receive as careful a training as that of a skilled physician or an expert electrician. The police reporter of today should not only combine the requisites of a good newspaper man—a keen instinct for news and the ability to couch the same in good sentences—but he should have some knowledge of nearly all the branches of science. He should be familiar with the study of human anatomy, so, in describing a murder, suicide or accident, he can truthfully and clearly state the exact nature of the wounds, possible chances of recovery, or the causes of death, without entirely relying upon the hurried statement of a flustered physician. He should be a close student of human nature, for in no profession or trade is the power of reading character so necessary. He should combine the astuteness and deductive faculties of a Sherlock Holmes with a vivid imagination; personal comfort should be his last thought, faithfulness first to his charge. His Golden Rule should be, "Get the news; get it right—but get it first."

The police reporter who gets the news is respected by the city editor. If he is careful and reliable in the compilation of the same he is admired by his chief. If he turns in his news first, thereby enabling his paper to "scoop" its rivals, he is worshiped by the whole staff. In this age of keen competition the newspapers are the most striking examples. No stone is left unturned to get the news first, and it is not an uncommon thing for some over-zealous journal to publish the news of an event before its occurrence. An example of this was shown

during the recent calamity of our nation in the death of President McKinley, when several of the leading papers of the country published the announcement of the Chief Executive's demise seven or eight hours before it occurred. This only serves to show what steps a modern newspaper will take to beat its competitors. Therefore, one of the first ideas that the reporter receives in his early training is the ambition to "scoop" the "other fellows" at every available opportunity.

A newspaper must have absolute faith in its reporters. Except in very rare cases no attempt at verification is made before the publication of a news article. Especially is the police reporter entrusted with great responsibilities, for he can cause more trouble in his department than all the rest of the staff together. In many cases charges are made against prisoners in a police station which are not sustained in court and then woe unto the newspaper that has published an account of the arrest written by a prejudiced reporter.

The life of a police reporter is fascinating—fascinating because of its dangers. Where trouble exists is where he must be first on the scene, and his vocation carries him into dens and dives where the most disreputable characters congregate, and where, should his identity become known, his life would not be worth the proverbial farthing in many cases. He should be at a fire before the hose is uncoupled, he should be on the scene of the riot with the arrival of the police, he should be at the scene of the murder before the victim's body has turned cold and on the track of the murderer before that worthy has time to cover it.

During ten years of police reporting I have witnessed many weird scenes which bear out the timeworn proverb, "Truth is stranger than fiction." I have seen dead men and not a few, men whose histories, if written, would equal the characters in any of our most sensational novels. I have talked with those who counted the days on three fingers they had left to live, and listened to their life's stories filled with pathos and tragedy. I have seen thirteen men expiate their crimes on the grim gallows; I have heard the death yells of tortured souls at the burning stake; I have heard the dying words of many poor wretches who, tired of the buffets and reverses of a friendless world, took recourse in the death-speeding bullet or in the horrible, but easier obtained means of self-destruction, the fiery acids.

If there is any man who earns his salary it is the police reporter on a morning paper who turns night into day and is on constant duty from twelve to fourteen hours at a stretch. He makes his home either within the foreboding walls of a police station or on the deserted streets. His pay is small and his hours long. The police reporter generally turns up at the office between two and three o'clock in the afternoon. He checks off his assignments on the city editor's book, all of which are generally covered there in by the one word, "Police." From that time on until the next morning when the paper goes to press he is on constant duty. Within his province come fires, accidents, murders, suicides, robberies and the like. He must



keep in touch with the different police stations and firehouses, as well as with the coroner, the hospitals, etc. If he is conscientious he will spend several hours each day in strolling about the city and conversing with the different police officers. He will know them all by their first names and will make it a point to gain and retain the friendship of every man on the force from the chief to the colored janitor in the headquarters building. The knack of making friends is as essential a quality in police reporting as any other of the numerous requisites. The police reporter who has not the friendship of the men among whom he must necessarily spend his time, is bound to be a failure.

"PIPE STORIES."

Of the thousands who read the daily newspapers and thrill with interest over the lurid accounts appearing under glaring headlines there are but few who question the veracity of the articles. The writer hesitates at this juncture of his story because of a fear that he may sow the seeds of skepticism within the minds of many readers by his explanation of a much used term among newspaper men—"A pipe story." This peculiar expression is not found in Webster, but it is familiar to the thousands of men who make up the Fourth Estate of this country.

A pipe story is purely imaginative and originates mostly through the necessity of a reporter to turn in copy on a slack night. The term was first used many years ago by the city editor of a well-known New York daily. One of his reporters, a brilliant writer, was the unfortunate victim of opium, and, regularly each month, he would woo this Oriental diversion in one of Mott Street's many "joints." After inhaling a few pipefuls of the brown paste of the poppy plant the scribe would turn up at the office, and after a half-hour's work on the typewriter, submit to his chief some most marvelous tale of adventure or catastrophe in which the supposed facts were so cleverly worked that it would deceive the eyes of the keenest copy reader. At first, the city editor in question, overjoyed at the opportunity to beat his rival papers with such a stirring story, published the same on the front page under scare-face headlines, or "freak heads," as they are known in the composing room. All went well for a time. The reporter with the opium proclivities was always forgiven for his sprees and stood a good chance for rapid advancement in salary until he became careless. After an exceptionally extended communion with the Muse he wrote a most elaborate and touching account of how a well-known actor had saved the life of a little flower vender from beneath the wheels of a runaway. Unfortunately, however, the actor mentioned in the article chanced to be then filling an engagement in San Francisco. This fact escaped attention of the city editor when reading the copy, but was forcibly called to his attention by the evening edition of a contemporary. The culprit, when asked for an explanation said:

"I guess that opium pipe did it."

"Yes," replied his wrathful chief, "that's a pipe story and no mistake."

Since that time the expression, "A pipe story," has come into common use among pencil pushers.

There are countless opportunities for such products of a newspaper man's fertile imagination on the police run. Many a drunken hobo has awakened from a night's slumber in a police station to find that, according to a beautifully compiled biography appearing in some morning paper, he is the only living descendant of a royal house in Europe, or that he is the wreck of a once-prominent financier or famous divine. A half dollar from the writer of the article does much toward convincing the astonished hobo that there is some truth in the story.

I have in mind a pipe story which I confess with shame originated from my mind while covering the police run for a morning paper in an eastern city. My strongest rival was a smart young chap on the *Sphere*. Always anxious to serve the best

interests of our papers, we remained within the precincts of truth in our stories and were not keen to cut each other's throats, as the expression goes, until one day I found that he had broken faith with me in promising to omit a certain article and then publishing the same on the front page as a scoop. War to the knife was declared and pipe stories galore in our respective journals caused the good citizens to remain indoors at night and proved a very substantial boon to the private nightwatchmen, as well as a source of constant amusement to the police force in general. I lost much sleep in planning up coups to spring on my "esteemed contemporary," but had to exercise great care, as every police story published in our paper was scrutinized by the opposition with a view to exposing the same should such an opportunity present itself. The arrival of a good friend of mine, who stopped off on his way home from college to visit me, suggested a chance for a good stretch of imagination. My friend was in a way somewhat of an actor, having gained many honors in this line in amateurs at his college. He had a most beautiful English accent and could drop and pick up his "h's" with the fluency and discretion of a native-born Briton. After several careful rehearsals he declared himself as fit for the supreme trial, and I went out on my routine of work with a light heart in the anticipation of a neat little scoop I had planned on the *Sphere*. At ten o'clock that night I visited Number Three Precinct Station House, situated a block from the B. & O. depot. A few minutes later the sergeant was called to the telephone and had an extended colloquy, after which he returned and said:

"Well, Kid, I guess you will have a good story tonight. There's an Englishman been tearing around the B. & O. depot for the last half-hour looking for his wife. Williams is on duty down there and just called me up about it. I told him to send the Englishman up here."

He had hardly finished speaking when the door opened and my friend, attired in a suit of yellow checked tweeds and other very English habiliments, dashed in and said:

"I say, Mr. Officer, I want you to look out for my wife. I expected her on the train tonight," etc., etc.

The interested old sergeant finally succeeded in calming my friend down and secured from him his supposed name and the description of his wife. The same was entered on the police blotter and immediately telephoned to every police station in the city with instructions to order their men to keep a sharp lookout for the woman, especially at the depots and hotels. The sergeant, with an eye to my interests, attempted to extract from the Englishman the story of his troubles but the latter refused to throw any light on the subject whatsoever, and stalked majestically out of the station.

"Well," said I, "that fellow's story has got to be in my paper tomorrow morning if I have to follow him all night," and I left the place and rushed after the retreating figure of the British subject.

This, of course, was all according to programme and was the culmination of our afternoon rehearsals. The next morning my paper devoted half of its front page to the romantic story of a heart-broken Englishman who was searching the country for his wife. It spoke of how his beautiful and innocent better half had come under the fascinations of a stranger in a London hotel and had been abducted by this modern Svengali; how the distracted husband had traced her across the ocean until certain clews led him to believe that she and her villainous captor would arrive in the city the previous evening.

In vain did the envious reporter on the *Sphere* attempt to find a loose place in the architecture of my scoop. Police records substantiated the story; a clerk at a prominent hotel further testified that an Englishman ans-



wering the name and description of the subject of the tale had registered there the previous day and had acted in a very excited manner, constantly asking after the arrival of trains.

"No," said the obliging clerk to the eager question of my rival, "the gentleman is not here now. He left suddenly last night and gave no orders regarding forwarding his mail."

I write the above little anecdote in the hope that it will give the reader some idea as to the real meaning of the pipe story.



How Weeds Migrate.

How they migrate has been accurately shown in the case of every kind of weed extant in the United States, says Theodore Dreiser in *Ainslee's*. Some travel exceedingly slow, by means of runners or slender radiating branches, which reach out anywhere from ten inches to ten feet along the ground and produce plantlets at the ends, which take root and grow. Others progress by spreading underground, working too deep to be disturbed either by grazing animals or mowing machines. Still others, finding the battle for life difficult, develop strange qualities. Professor A. N. Prentiss, of Cornell University, has demonstrated by experiment that a Canada thistle root, cut into pieces one-fourth of an inch long, can produce shoots from nearly every piece. So when the share of the plow digs down to cut and tear this inhabitant from its home it more often aids in its further distribution.

One of the most interesting yet least known methods by which plants travel short distances is by throwing their seeds. When the pods of the common tare are mature they dry in such a manner as to produce a strong oblique tension on the two sides of the pod. These finally split apart and curl spirally, with such a sudden movement upward as to hurl the peas several feet. Many others progress in the same way, the common spurge and wood sorrel in particular.

Many weed seeds have special adaptives that enable them to take advantage of the wind or float lightly on water. Dandelion, prickly lettuce, Canada thistle, horseweed, milkweed and many others equip their seeds with some feathery or winglike apparatus that enables them to sail. Ordinarily the distance this equipment can carry is two miles, but a high wind or hurricane would bear them ten or fifteen. Yet with two exceptions, the most rapidly migrating weeds have not traveled in this way. Frozen ground or snow is another great aid to the hardy migrating weed because seeds are blown along for great distances. Buttonweed, giant ragweed and barnyard grass all progress in this way, because their seeds are produced late in the season, and many of them are held with such tenacity that they are dislodged only by the strongest winds, when the conditions are favorable for distant journeys. By that time the ground is usually frozen or covered with snow, and the seeds skip merrily along before every stray gust. This method of seed dispersion is now known to account in part for the general presence of ragweed, mayweed and others along our country roads. It also shows that weeds are distributed much more rapidly over fields left bare during the winter than over those covered with some crop that will catch the rolling seeds. Professor Balley, of the Fargo (N. D.) Agricultural College, found by experiment that wheat grains drifted over snow on a level field at the rate of 500 feet a minute, with the wind blowing twenty-five miles an hour. Lighter or angular grains were found to drift more rapidly.

Some weeds migrate by tumbling, the whole plant, seed and all, withering into a sort of ball and rolling before the wind. Such are best developed in the prairie region, where there is little to impede their progress, and where there are strong winds to drive them, but they are found also in the Eastern States, where they may be seen in ditches, gullies and fence corners, swept bare of their seeds before the winter is out.

Some weeds depend for their widest distribution upon the hooked character of their seeds, which stick to the hide of cattle or the clothing of men. They have been known to travel hundreds of miles this way, and the ground about the great

stockyards in Chicago and other cities is rich in weeds not common to that territory. Migrating birds sweep seeds through space for thousands of miles, and it is thought that some of the weed importations from Central and South America have come this way.

Railways are highways no less for the progressive weed than for man. Seeds drop from cars and from the clothes of passengers all along the line. The most prolific weeds, particularly the Russian thistle, have been introduced at widely separated points throughout the United States almost simultaneously by this means. They come in straw used for packing, and in grain not perfectly cleaned. The country towns that receive the freight are breeding places, and the men who handle it are carriers. The weeds get everywhere, because the seeds survive long and are equipped to cling and travel. By centuries of struggle they have acquired the ability to adapt themselves to almost any quality of soil or to any kind of atmosphere. They earn their right to live by the most hardy efforts. No plant of culture could ever endure the knocks which they receive and survive. Heat, cold, drouth, frost, soggy rains, unnatural soils, all afflict the traveling seed by turns. Yet, it will face the situation, dig deep, reach high, even change its diet and its very nature before it will give up the struggle. That it should be of some use is a long-delayed but just conclusion of science. The outlaw of the fruitful fields is today most often the helper and savior of the arid way. Equipped with a powerful constitution and giant energy, the worst of the weeds may readily become the best of the plants.

The First Western Railway

In 1826, we read in the January *Century*, arose one Philip Evans Thomas, sometimes known as the father of American railroads. Early in his life he saw how excellent it would be if only water could be made to run up-stream. He had seen the use of railroads in England, and had, moreover, noted the beneficial effects upon the trade of Eastern cities of that traffic which was carried by canals. He had the far-reaching mind of the world-merchant, whose problem is ever that of transportation. He saw that railroads could go where canals could not, and he presently resigned his directorship in the Maryland Canal, because he saw that a canal could not climb a hill, and that mankind could not forever go around the hills or up and down the streams.

It was on Feb. 12, 1827, that Thomas called together twenty-five of the leading citizens of Baltimore. Comment of the time says that he seemed touched with the spirit of prophecy as he spoke of that enterprise which was to cast aside the mountains, to unite the streams, and to discover what there might be in that mysterious land, the West—the West which was west of the Alleghanies and in or near the Mississippi Valley. Beyond the Mississippi, of course, the mind of man might not go! * * *

The cities of the North made loud outcry against the Baltimore prophet, and said that this railroad, if built, would divert from them forever the traffic which was then coming to them from the West. None the less the enterprise went on, and the Baltimore & Ohio Railroad Company was duly organized, an act for its incorporation being passed on Feb. 27, 1827. The stamp of success was upon the idea before the ink had dried upon the records. By April 24 of the same year stock was subscribed to the figure of \$4,178,000. The first railway planned for the West—planned because there was a West, and because that West was wanted as a part of the East—was promptly elevated into one of the most important commercial enterprises of the time. The stock was coveted by all, and the struggle was for first place in the line of purchasers.

In Frozen Alaska

While making his way to Dawson during the extreme weather of December, Easton Gorey had a trying experience, but came out successfully. He was obliged to tramp a distance of 185 miles through a frozen wilderness, dragging a pack of 1,200 pounds behind him. After two months and fourteen days he arrived at Dawson, full of life and vigor.

"Squire" Forbes, a Partner Who was "White"

Away up on 42 below on Bonanza New Year's day two years ago brought peace to an unhappy miner and a renewal of shattered friendship. Murder will out, and so will a blackguard's lie, and that Farnsworth was proved a blackguard in the foul hand he dealt to "Squire" Forbes, no one who knows the facts in the case will deny.

They were six partners, all acquaintances and citizens of the same town in this state originally. They had associated themselves at the beginning of the great rush for the purpose of mutual help in reaching the Klondike and mining in that region. One of these partners told a cowardly lie on another, and the latter suffered under a cloud of unvoiced dislike, contempt and suspicion, until through the sheer force of his nobility of character the truth was compelled to manifest itself.

"Squire" Forbes was a grocer's clerk whose friends jeered at him for thinking he could make the long journey, which supposedly harder men thought so difficult. His partners joined with him chiefly because he had the means to contribute a good share of the outfit. It did not occur to them that he was a very valuable acquisition and they were openly scornful, when in defiance of all precedent and contrary to the whole spirit of the trail he firmly declined to pack on the Sabbath or allow his pack animals to be disturbed. Instead he spent the day caring for them, salving their sores and galls, resting and cooking a quantity of good wholesome food. But they scorn best who scorn last, and through Forbes' cool, hard work, and care for the animals, the party were among the first of the very few who made the terrible August and September trip over the White Pass to Bennett with a complete outfit. They were probably the only party that did not lose a pack animal, and sold their horses in fair condition for a high figure.

The boat was built and preparations were about completed for the long float down to Dawson, when it was decided that four of the partners should make a last flying trip to Skagway for the mail and a few more supplies. They were gone long beyond the time set for their return. The days were getting shorter and colder and time was precious. Farnsworth and Forbes, who remained at Bennett to guard the outfit and complete the preparations, were becoming alarmed, and Forbes began to talk of returning to Skagway in search of the tardy partners.

Farnsworth, a rather peevish, nervous man, given to talking of self and his high sense of honor and full of tales of how he had trusted and befriended men and been deceived by them, complained very loudly of the delay. Finally one day he proposed to Forbes that they take the outfit and boat and go on down the lake. "The boys have got cold feet," he said. "They won't come back. If they do they can build another boat and follow us. We'll have their share of the outfit if they don't come, and they can't expect us to wait here 'till hell freezes over."

Forbes declined the proposition with some show of indignation, and there was coolness between the two. A day or more later, the partners arrived. During the weeks on the trail they had grown to like and respect Forbes and gather some knowledge of his character, and the four returning ones greeted him in the most friendly fashion. He had cooked and placed before them a fine hot supper and had then gone out to take a last look at the cache before turning in. When he returned he became aware that a remarkable and inexplicable change had come upon the bearing of all his five partners. They regarded him out of the corners of their eyes, with sinister looks, and if they spoke to him at all it was with the utmost coldness and formality. Occasionally he was compelled to listen to veiled allusions (accompanied by sniffs) to "hypocrites," "our nice partner," etc. He could not understand it, but said nothing, quietly doing more than his part of each day's duties and confidently waiting for time to explain things. He had no opportunity or occasion to demand an explanation. His partners appeared to be hardly

able to keep from liking him in spite of themselves and avoided talking before him about the cause of their behavior.

Upon arriving at Dawson the party secured a valuable lay on Bonanza creek and went to work at once. But then began a time of bitter trial. They had a good outfit, plenty to eat of the sort of provisions usually taken to Alaska. It was properly cooked, and the men observed regular habits of work and rest, yet one by one the men were taken down with scurvy—the dread disease of the north. First Brown began to complain of a sprained ankle. It swelled and turned dark. Pretty soon brown spots came on both legs and they knew he had the "black leg." Brown groaned all day and swore he knew he would never live to see home again.

Then Schloss got it in the knees and it went upwards on him until his abdomen began to turn dark, generally considered a fatal symptom. Next in rapid order came Parks and Kellogg, both with sore gums, disordered digestion and loosening of the teeth. Finally Farnsworth began to complain of rheumatism. He did not have scurvy, not he, his blood was too pure for that, he said, but soon he was able to take an impression of his thumb on his leg as on putty, and he did not stir from his bunk.

There was now one man to cut the wood, sink the hole, man the windlass, perform all the labor—just Forbes. He worked by day and nursed his partners by night. The first three grew gradually worse, and one by one Forbes wrapped them warmly and dragged them on a sled down to the hospital at Dawson.

It was New Year's day when Forbes returned from taking the third partner to the hospital. He brought home a pack of dainties, including some canned peaches for the two remaining patients, Kellogg and Farnsworth. Though worn out by his trip, he cheerily wished them a happy New Year and began to prepare supper for them. Kellogg watched him from his bunk for a time. Finally he addressed Farnsworth loud enough for Forbes to hear every word.

"Farnsworth, why is it, that a partner who can be so devoted, so self-sacrificing, so white clear through as Forbes over there, could have made the dirty proposition you say he did at Bennett?"

Farnsworth stammered and started to reply, but Forbes interrupted him with a sharp "What's that, Kellogg?" He felt intuitively that the long delayed explanation was coming.

"Why," said Kellogg, "Farnsworth here made us all believe that you wanted to go down the lakes with him and leave the four of us that time we made that last trip to Skagway, and ever since he says you are a hypocrite when we have spoken about your being a good fellow."

Forbes gasped, then turned quite white, and shaking his forefinger at Farnsworth, roared at him:

"So it's out at last, is it, you cur? Why did you tell that lie?"

Farnsworth broke down and blubbered that he was afraid Forbes would tell on him so told the story on Forbes to fore-stall him. His humiliation was complete, but Forbes forgave him finally.

A year ago last spring the first boat down the river from Dawson carried four of the six partners homeward bound, broken in health, but saved and provided for chiefly by the care and self-sacrifice of the sturdy ex-grocer's clerk, who had by this time got the nickname of "Squire" Forbes, one of the "whitest" partners that ever shouldered more than his share of the burden in the north.

One Minute Street

Sy Perkins, of Punktown, Iowa, to New York Policeman: "Say, Constable, where is One Minute street?"

Officer—"One Minute street! What the—what are yez talkin' about?"

Sy Perkins—"Wall, I got a friend livin' on Sixty-second street. What's the difference?"

From the Editor's Note Book

Concerning the irrepressible woman question, a worthy Spokane (Wash.) matron said to us: "I wonder that women do not come westward in greater number. They might come alone and incur no more danger of being molested than they would in Chicago. They persist in flocking to the large cities, where they work for scanty wages, and depress wages in general. Here in the Far West they would readily find husbands. Sentiment apart, this means that they would become life partners of prosperous ranchmen or business men who have not time to go East in quest of wives. Moreover, each single woman, maid or widow, is heiress to 160 acres of land and can acquire it by living on it for five years. She can file on her quarter section, and earn money in town as teacher, saleswoman or cook, that will enable her to cultivate the land and comply with the law, which calls for intervals of actual residence on the homestead. Out there in Oregon people speak gratefully of the 'Mersey girls,' who came from Liverpool in a ship of that name, and found husbands at once in that sparsely peopled region. I have never known a bright, industrious woman to fail of success in this country. Many women must be prepared to come out alone from lack of male relatives, and if they have some money to live on until they find work so much the better. But I contend that with or without money the self-supporting woman in quest of a livelihood is better off than in the crowded cities of the East and Central West, where an advertisement brings replies from hundreds seeking work, which compared with the independence and comfort of farm life is the merest drudgery."

* * *

The "boomer" is being vindicated. Time is doing him justice at last. He can now sit down at the club table in Duluth or Seattle, or, for that matter, in hundreds of other towns and cities, and point out the increased value of "acre property" and town lots which he offered in vain during the hard times for a mere trifle compared to the present prices. Money is coming westward for investment because choice securities in the East are so dear that they yield small returns to the investor. This monetary influx is of course enhancing the value of houses and lots. People should, however, take care to make judicious investments. Not all the "boomers" are able to say as they point to their plats: "I told you so."

* * *

It has been suggested to us that many people in the Northwest would like to have some "Stories from the Northwest Magazine" in book form. These, with some of the admirable descriptive articles which E. V. Smalley, the lamented founder

and editor of this magazine, wrote during his annual journeys across the continent, would make, we are told, a volume of much public interest. Mr. Smalley loved the Northwest. He was always happy among the hardy pioneers and town-builders of this region. The eighteen volumes of this magazine published in his lifetime constitute in themselves the annals of the great Northwest. We shall give the suggestion careful consideration.

* * *

If a Northwestern Rip Van Winkle were to return, he would be delighted, on looking through the exchanges from the Dakotas, Montana, Idaho and Washington, to note the marked improvement therein. They have grown with the general growth of the region. The linotype provides daily newspapers with a "new dress" in each issue, while the improved machinery makes the press work admirable.

The head lines, cuts and cartoons are metropolitan in style and variety. The stock far excels the flimsy paper used by great dailies as recently as the Civil War. The entire region profits by this advancement, inasmuch as the news and editorial departments keep pace with the mechanical and artistic.

* * *

Each town and city should have a "Commercial Club," a "Board of Trade," or a "Chamber of Commerce." We have found such in Astoria, on the shores of the Pacific ocean, in Great Falls, Montana, near the roar of the mighty Cascades, and in many towns in the Dakotas. No matter how "new" a town may be, its business men should find time to meet and talk over the general interests of the place and of the country around it.

* * *

Mark Twain's "finest gentleman" is of the Western type. "Why, the finest gentleman I ever knew was an old California miner

who could hardly write his own name," said he to the correspondent of the *St. Louis Republic*. "He was a forty-niner, and he and his partner had struck it rich in the early days. The old man had neither chick nor child, and he had worked hard all his life, and when he did get his money he hardly knew what to do with it. He did not try to jump into society, or to push his way with the 'big fellows' there. He continued to live with the people whom he had associated with all his life, and many an act of kindness was done, many a wandering son and father saved, many a sorrowing woman's burden lightened, and her home brightened by an unknown donor, whose identity with the old man was only known to a few. It was different with the partner. He had a wife and two daughters, with social aspirations, and after a whole lot of pushing and hauling and shoving, they landed in society. The expense was too much of a drain on the hus-



J. PIERPONT MORGAN.

band's purse, and he speculated, with the inevitable outcome. He lost his entire fortune, and then shot himself. Then it was that the true gentleness of the old man showed itself. The widow and her daughters had no one to turn to but him, and he did not disappoint them. He saved their home for them when everything else went under the hammer, and he maintained them in all the regal style to which they were accustomed, although he still lived in his old lodgings. He lived long enough to see both of the girls well married and the mother carefully settled for life. Then he died in a charity hospital in San Francisco. He had spent every penny he owned on the family of his partner. That is what a gentleman is. A college education necessary? It's all rubbish."

* * *

Labor was never in so much demand in the Northwest. This demand will increase as the spring opens, creating new opportunities for work. The job now seeks the workman. The labor agencies in St. Paul and Minneapolis are busy, but without their aid wage-earners can readily find employment.

* * *

The Indian must go—to a comfortable home of his own. The land hunger that prevails throughout the country fore-shadows the time when the reservation, large and small, will be a thing of the past. The capable, honest Indian agent, such as the late Major Ronan of Montana, will be remembered with honor, but soon the Indian must shift for himself like the white man.

* * *

Minnesota should begin at once to prepare for the World's Fair at St. Louis. As most of the state was included in the Louisiana Purchase, Minnesotans should take pride in commemorating that real estate deal—the greatest of modern times. Each city and county should do something on its own account and not impose the entire burden of preparatory work on the commission created recently by the legislature and endowed with \$50,000.

* * *

The promotion of Mr. J. M. Hannaford from third to second vice-president of the Northern Pacific implies gratifying recognition of his long service and undoubted merit. Mr. Hannaford, who holds high rank in the good opinion of the railroad world at large, has been twenty-five years with the Northern Pacific, and has enjoyed the friendship and esteem of the many distinguished railroad men who have been associated with its development.

* * *

Alaska may look forward to a prosperous open season. We found when on the Pacific Coast recently that Alaska is no longer regarded as a frozen, dismal land, full of perils and discomfort. It has one trunk railroad, and may have more before long. Its metropolis, Dawson, is connected by telegraph with the outside world. Steps have been taken to develop the copper deposits, which are wonderful in richness and extent.

* * *

"Westward the course of empire takes its way." Berkely's words are suggested by a recent visit to the Union Depot in St. Paul when the immigrant trains were moving out, laden with people for places all the way from Northern Minnesota to the Pacific Coast. It is creditable to the Northern Pacific and the Great Northern Railways that this extensive traffic is conducted with so much order and general satisfaction. Railway management has attained a high degree of excellence in this Western country.

* * *

Mr. J. Pierpont Morgan of New York is now associated with nearly every great American enterprise at home and abroad. Although, according to Henry Clews, he inherited \$15,000,000 from his father, he has achieved wonderful success. Wealth did not depress his energies or render him luxurious and slothful. His great business operations have made Mr. Morgan as renowned in London and Paris as in New York. He seems to be becoming more and more allied with Western railway interests. This may be due in part to the partial completion of his organization work in the East and in part to the ever-widening

field which the great West presents for the exercise of his abilities as a financier of the highest rank. It may be assumed, however, that he will continue to disturb the European financiers by the possibility that he will displace them in heavy operations in their own field. Maritime canals, steamship lines and great railway systems are deemed the by-play of this twentieth century financier, who has done so much to establish American credit the world over.

* * *

Authorities on cattle raising, such as Lyman D. Baird of Austin, Minn., predict that Minnesota will in time be essentially a dairy state. Of course, as such there will be also much mixed farming. The growth of dairying is wonderful, and is based on the stubborn fact that it pays. The creamery has become a popular establishment wherever it is well managed and conducted on a sound basis. It is teaching farmers the merits of cooperation and the advantages of factory methods over dairying in the olden time.

* * *

Going among the homeseekers on their way to North Dakota, Montana and Washington we found them to be largely Americans from Minnesota, Iowa, Illinois and Ohio. Many of them are farmers' sons who have made some money and are now intent on acquiring homesteads of their own. Some of the homeseekers have sold their Minnesota and Iowa farms for from \$40 to \$50 per acre, and are about to buy quarter sections in the Dakotas, Washington and elsewhere at prices that are now deemed comparatively cheap.

* * *

During a recent tour along the southern tier in Minnesota we observed signs of progress on all sides. Winona, Austin, Albert Lea and other cities were all preparing for brisk spring and summer trade. In these places as well as in the small towns the farmers are buying freely and paying cash for what they buy. They are building new homes and repairing old ones. Money is abundant. Some of the farmers are lenders instead of borrowers, as they used to be formerly. In the cities and towns there is a strong determination to encourage new industries.

* * *

During twenty years' service with the Chicago, St. Paul, Minneapolis & Omaha Railway as chief of the general passenger department, T. W. Teasdale of St. Paul has become one of the best known passenger men in the West. His railway service dates back to 1865, when he began with the Mineral Point Railway, a short Wisconsin line. He has risen through all the intermediate grades to his present position, and was for some years assistant general passenger agent of the Missouri, Kansas & Texas Railway. His management of the affairs of the Omaha has been marked by continuous success. Mr. Teasdale is recognized as a very able and progressive passenger official.



T. W. TEASDALE, GENERAL PASSENGER AGENT OF THE CHICAGO,
ST. PAUL, MINNEAPOLIS & OMAHA ROAD.



P. C. STOHR, GENERAL TRAFFIC MANAGER OF THE CHICAGO GREAT WESTERN ROAD.

Peter Charles Stohr, general traffic manager for the Chicago Great Western Railway, has a record that is worthy of emulation by all aspirants to railroad distinction. He was born in New York in 1859. He entered the railway service in his youth, and has remained continuously in it ever since. He began in 1878 as a clerk for the Chicago, Rock Island & Pacific Railway, and remained with that company until 1882, when he became contracting agent for the Chicago & North-Western Railway. He was from 1887 to 1889 general Eastern agent for the Minnesota North-Western, and from 1889 to 1892 general freight agent on the Chicago, St. Paul & Kansas City Railway. Mr. Stohr was general freight agent for the Chicago Great Western from 1892 to 1899, when he was appointed general traffic manager of that system, which position he still holds with credit to himself and advantage to the company.

* * *

Much practical information concerning the growth of Minnesota was diffused by the senators and representatives who were the guests of St. Paul during the extra session. The reports from all over the state were encouraging. The farmers have gone through the winter without hardship, despite some gloomy forebodings at the outset. The dairy interests are thriving, especially in the southern counties, where the first creameries were started. The settlement of the northern border counties proceeds actively. The cities, large and small, are doing well and are the scene of many new enterprises.

* * *

Engineer McMillan of the St. Paul Union Depot Company has the satisfaction of seeing his great work approaching completion. The *Railway Age* devoted recently four columns to describing the yard and station improvements in progress at the Union Depot. The work has been done so quietly and gradually that people do not realize its magnitude. About seven acres of land have been reclaimed from the Mississippi River and the capacity of the Union Depot thereby greatly increased. The material employed since last June included 1,000,000 feet of lumber, 70,000 lineal feet of piling, 2,650 cubic yards of masonry and 4,522 square yards of paving.

* * *

"Bounteous nature loves all lands," but especially the Yellowstone National Park. People returning from the grand American tour, which, of course, includes the Park, are loud in praise of the attractions of this land Wonderful. This year the facilities for seeing all the wonders, comfortably and leisurely, have been increased. The hotels are in good hands. The spirit

of improvement pervades also the military headquarters, which are constructing works that will insure an abundant supply of water for general use as well as for irrigation, which is expected to make grass grow on some dry stretches of land near the fort. The fame of this National Park has now become world-wide, owing in great part to the ardor with which tourists have described its marvelous beauties and wonderful phenomena. Of course, the Northern Pacific Railway keeps pace with the demand for ease and luxury in journeying to and from the Park. Two of its splendid transcontinental trains pass, east and west, daily, enabling people to proceed from Livingston to the entrance of the Park without any delay.

* * *

The rumor in regard to the Chicago, Milwaukee & St. Paul Railway and its contemplated coast connections is again being freely discussed in railroad circles. There has been a feeling among railroad men who know the situation that the Milwaukee would endeavor to extend its line through the Western States to the Pacific Coast. The excellent freight connections that the road has at Chicago and Kansas City, the "feeders" that it controls throughout the Middle West, and many other indications all point to the probability of an extension of the line. The system is a wealthy one, and it is reported the officers feel that a share of the business to the coast should be theirs, and with this end in view the matter is being thoroughly looked up. It is not thought that any move will be made in this direction for some time, but it is common talk that the road is making preparations that will result in the establishment of a rival to the present coast roads. Nothing definite will be given out by any of the officials of the line, but the rumor is gaining credence rapidly among the knowing ones. The building of such a line would result in a formidable rival to the present coast roads.



GOODYEAR GLOVE RUMMERS.

A conspicuous example of St. Paul enterprise in the manufacturing department of trade and commerce is seen in the immense plant of Foot, Schulze & Company at the corner of Third and Wacouta Streets, St. Paul. Like everything else in the Great Northwest, the business of this company is conducted on a large scale. Big men are at the head of it, and big results have followed as a matter of course.

It was not so very long ago when Eastern shoe factories laughed at the notion that there would be any competition in this territory by the establishment of Northwestern shoe houses. In less than a quarter of a century Foot, Schulze & Company have gradually built up a business which is now selling Minnesota footwear in many states in the Union.

A long and quick stride, isn't it? And why has this firm been so successful? Because when the name of Foot, Schulze & Company is stamped on a pair of shoes it means that the footwear is the best that skill, long experience and established reputation can produce. All Foot, Schulze & Company shoes are made with the utmost care. Only the best workmen are employed—only the choicest materials are provided.

The products of Foot, Schulze & Company are as varied as they are superior. There is a large constituency to supply, and the needs of this constituency are widely different. Out of this factory any boot and shoe dealer can stock his store completely. Fine shoes for men, elegant footwear for women, and neat and durable children's shoes are made. The company also makes specialty of heavier and stronger boots and shoes for farmers, miners and lumbermen, and these goods are famous throughout the West and even in far-off Alaska.

A perfectly equipped factory, a wide reputation for turning out only the best, a growing trade are the elements of prosperity which greet Foot, Schulze & Company this season.

Seattle's Commercial Circle Improvement Club

A few words preliminary to a statement of the objects and purposes of the Commercial Circle Improvement Club of Seattle may be necessary to a thorough understanding thereof. The harbor of Seattle, which is known and spoken of as Elliott Bay, may be described in a general way as being of a horseshoe shape. Between the main land or the upland on three sides or lines of the bay is situated what are known as the "tide lands." These tide lands skirt the entire water front portion of Seattle, and are in length four or five miles, running along Elliott Bay north and south. They vary in width as they bound the bay, from two or three blocks to several miles. The extreme width of the tide lands is found in the southern portion of the city and at what may be called the head of Elliott Bay and at the point where the Duwamish River finds its outlet therein. That portion of the tide lands at the head of Elliott Bay consists of a broad expanse of mud flats, and is formed by the detritus deposited by the Duwamish River. At low tide these lands are left bare, but at high tide they are covered with a depth of perhaps ten feet of water.

These tide lands originally belonged to the State of Washington, having been granted to it by the United States when it was admitted into the Union. Pursuant to laws passed by the State Legislature, the tide lands were platted into large blocks and lots, with broad streets and intersected by waterways for harbor purposes, which, together with Elliott Bay, or the harbor of Seattle proper, render Seattle harbor one of the most commodious in the world.

It may seem strange that this level land has not heretofore been built upon and improved. As stated, it skirts the entire water front of Seattle. The southern portion, as already indicated, embracing the greater area of the tide lands, immediately adjoins the business section of the live, thriving and bustling City of Seattle.

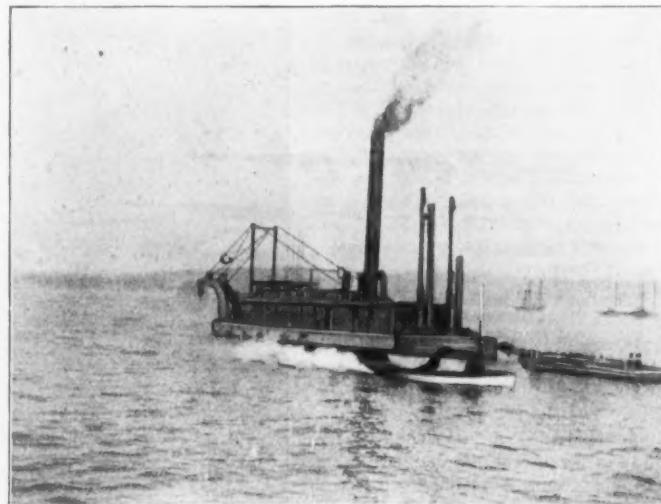
Not until 1896, however, did the state begin entering into contracts and making conveyances of these tide lands to those entitled to purchase them. In fact, not until 1897 and 1898 was any great portion of this tide land conveyed by the state, but now it has sold all or nearly all of the tide lands within the limits of the City of Seattle. The next step necessary to render this property available for business purposes was the filling in and raising of it above high tide. This work was undertaken by private capital, and has been in progress night and day for several years. The cost of filling and raising is paid by the owners in annual installments extending over a period of ten years. The earth for filling is obtained by sluicing the hills adjoining the flats. Huge dredgers suck the sand from the waterways extending across the flats. This work accomplishes the twofold object of filling in the tide lands and dredging the waterways.

The improvement and occupation of these tide lands for business enterprises of every character and kind are now fairly under way. These include mammoth projects, such as wheat elevators and warehouses, manufactories of different kinds and probably the union depot. It has always been realized by thinking persons that here on this level area, close to the harbor lines and water front and easily accessible by railroads, is where the rapidly expanding business of Seattle will be done in the future.

Seattle is a city of hills, but it is also made a city with a large and extensive area of perfectly level land as the work of filling in these tide lands progresses into final completion. Both the Great Northern and the Northern Pacific Railway Companies own large tracts of these tide lands, which afford ample facilities for freight yards for both of these companies as well as

a desirable site for the proposed union depot. In utilizing these lands many questions have presented themselves for settlement, the principal one being grade levels, sewerage and street improvements. To aid in settling these important questions gave origin to the formation of the Commercial Circle Improvement Club. The membership of this club is limited to tide land owners and persons doing business in that section, or representatives of either. The club has a membership of nearly one hundred, comprising a large proportion of the leading business men of the city. The members of the club are proceeding with the activity and energy so characteristic of Seattle. Committees have been appointed to investigate and report upon all matters embraced in the purpose of the club.

A wonderful sight is here presented of the best business section of a large and rapidly growing city being reclaimed from the sea, to be occupied, as fast as filled above high tide, by warehouses, factories, business houses and various industries. The problems presented by such a state of affairs are intricate, but by hard work and concerted action they will be met and disposed of as they arise. Regular meetings of the club are held at the rooms of the Chamber of Commerce. The officers are: William P. Trimble, president; Frank D. Black, vice-president; O. J. C. Dutton, treasurer, and Howard H. Lewis, secretary. The meetings are largely attended by leading business men, and numerous



THE MONSTER DREDGE AT WORK ON THE SEATTLE TIDE LANDS.

matters relating to Seattle's coming business interests are discussed.



Cow Has a Wooden Leg

A Jersey cow at Twin Mound, Kansas, has a wooden leg. One day a boy threw a stone at the cow, breaking the right foreleg below the knee. An attempt was made to set the leg but failed. A doctor was then called, the cow was chloroformed and her leg amputated. The experiment was very successful and the wound healed rapidly and perfectly. The kid then made a wooden leg which the cow has used with great satisfaction for four years. She has raised two fine calves since then, and furnishes a large quantity of fine milk daily and seems as well satisfied with life as her sisters who can kick and cavort over the range.

National Irrigation

By THOMAS F. WALSH, President of The National Irrigation Association

Farming by irrigation is almost as old as the history of man. It has always been successful, both in ancient and modern times. Who can look upon the teeming, bounteous crops of the irrigated valleys of the West without feeling convinced of the success of irrigation, and wishing in his heart that thousands of poor unfortunates who are stranded in our crowded cities could be settled upon small farms like those of the irrigated West?

My thirty years' residence in Colorado, and my travels during that time investigating mines, have given me a personal acquaintance with the great valleys of the arid region, and have enabled me to witness the wonderful metamorphosis brought about by irrigation by private enterprise. Many places where, when I first saw them, nothing but cactus and the prairie dog were found, are today, through irrigation, converted into the most beautiful and prosperous farms to be seen in the world, the homes of contented, happy people. By seeing this wonderful change from a desert waste to the most perfect of farm conditions, I have been convinced of the absolute success of irrigation. I speak of this subject from a disinterested standpoint, but with a personal knowledge of nearly every glen, dale, and valley, as well as the rivers, streams, and mountains of the entire West, and also a limited knowledge of the engineering difficulties to be overcome in the construction of reservoirs on a large scale. From such information as I possess, and what I have obtained from United States government engineers, I am convinced that there are no insurmountable difficulties in the way of successful construction and operation of natural reservoirs to irrigate national or government lands.

There is no question before the American people the successful solution of which promises greater rewards and is laden with such momentous bearings upon the present and the future of our country as the reclamation of our arid lands by irrigation. Through the building of national reservoirs and the storage of the waters in the flooded season, a large part of the now unproductive lands can be brought under the highest form of cultivation, thereby adding an immense area to the productive

lands of our country, extending from the semi-tropical climate of southern Arizona to the boundary line of British Columbia, and from the Missouri River to the Pacific ocean. This area possesses every variety of climate and the richest of soil which, when watered, is capable of producing every fruit, cereal and plant grown or needed by man. This vast arid territory is equal in area to one third of that of our entire country, and if only one-half of it can be brought under irrigation, what a magnificent new country and what new markets it will open up and provide for our people.

One of the great advantages of the irrigation system, in addition to the certainty of raising crops which it gives, is the great variety of fruits, vegetables, and other products which can be grown upon a small farm, comprising every necessary of life. The visitors to the irrigated valleys of the West during the summer months will find alfalfa growing so luxuriantly that it taxes



DIGGING AN IRRIGATION CANAL.

Making a deep cut by using hydraulic giants. The force of the water is cutting a way through the hills by which a stream can be conducted to the land to be irrigated.

the farmers to keep it cut and stacked. On every farm they will see fields of the finest of small grain and vegetables, fat, glossy cattle browsing in rich pastures of clover and timothy, orchards bearing the most luscious of peaches, pears, apples, plums, and apricots, besides the smaller fruits, well-designed modern houses, their front yards beautiful with evergreens, the air perfumed with the fragrance of roses and other flowers, and sweeter and better than all, they will hear the merry laughter and see the sunny, bright-eyed faces of happy children reveling in the pure air and wholesome surroundings of their country home. Less

than twenty years ago these valleys were a desert waste. The diversion by inexpensive ditches of the running waters has converted them into ideally perfect farm homes.

The great beneficial changes brought about by private capital can be duplicated on a proportionate scale by the construction of storage reservoirs and the storage of the flooded torrents that now not only run to waste but carry destruction to the lower

guard it for the sacred uses of a multitude of small farm homes.

It is not expected that every rivulet and stream in the arid region will justify the erection of national reservoirs. On the contrary, it is only on the large river courses where all of the conditions are perfect, such as abundance of water in the season of floods, natural reservoir sites, covering large tracts of irrigable fertile government lands, that any of these storage reservoirs should be built. Officers of the United States Geological Survey have made very extensive explorations, surveys of land, measurements of water flows, investigated the fertility of soils, and in fact secured every data, including the engineering difficulties connected with the undertaking, upon which to base estimates of the probable success and expense of the work as well as to enable them to select the most desirable places to build reservoirs, so as to insure absolute success. Amongst the many fine locations selected in the different states, there is one on the Gila River in Arizona. I speak of this particular site because from every standpoint it is an ideal one, and because of a desire to help the deserving weak. The country which this reservoir could be made to irrigate covers hundreds of thousands of acres of the most fertile land, including a small strip owned by the Pima Indians, a tribe that has always befriended the whites as against the treacherous Apaches. They have for years endeavored to raise little crops and live civilized lives, but owing to the scarcity of water, occasioned in some degree by the white settlers using the waters of the streams, they are nearly always on the verge of starvation. These Indians are not lazy. They work for the whites whenever they get a chance.

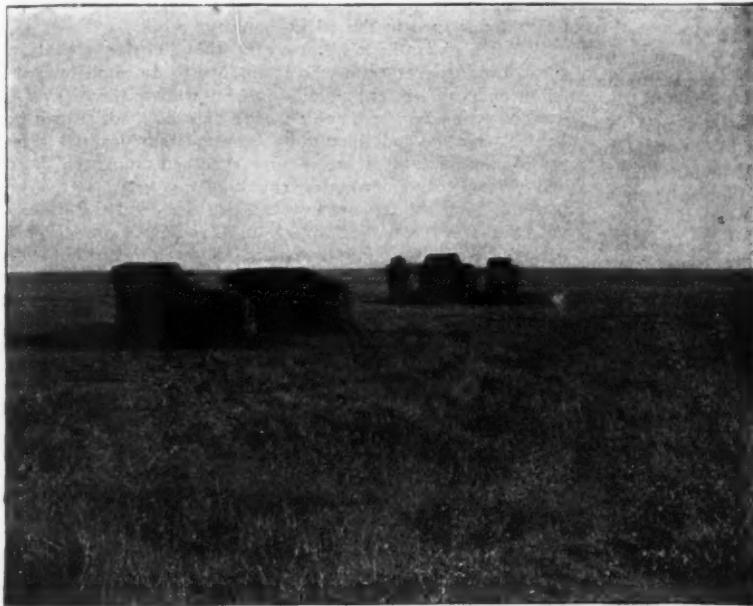
Indeed, the struggles which they have made and are making to live semi-civilized lives are pathetic in the extreme. They deserve encouragement. They deserve to have some of that help and kindness shown to them that we extend to semi-civilized people in other lands. The building of this reservoir will be a blessing from heaven for these poor children of the desert, and make room for thousands of white people besides.

SOD HOUSES OF THE SUB-HUMID PLAINS, LEFT TO FALL INTO RUIN BECAUSE OF THE LACK OF WATER FOR IRRIGATION.

countries every spring. Private effort has made homes for thousands. This new field would make homes for millions, and would cover a region vaster and larger than shelters a dozen European nations.

Looking at this subject from every standpoint, and at the same time not wishing to see one penny of the people's money wasted, I am fully convinced that it is the duty of Congress to take hold of this great question and push it to successful fruition. Because of the great magnitude of the question, its interstate character and the ownership of the land being in the government, and for many other reasons it is only through the national government that absolute success can be attained in irrigating the West.

It is an undertaking so mighty and grand in its scope and results as to be well worthy of being lifted above politics, sections or states, and placed at the very summit of national undertakings. It will need the direction and supervision of the engineering and scientific officers of our government (of whose ability and integrity, we as a nation may well feel proud). It will need the control of interstate law of the national rivers and waterways, which only the general government possesses. And, above all, it will need the most jealous guardianship on behalf of the government to see to it that the homes created shall go only to bona fide settlers at a price per acre to be settled by Congress, and then in eighty-acre farms. The settling of a family upon one of these small farms would be to that family a guarantee against poverty in the years to come; and I earnestly hope that Congress, under no pretext, will, either before or after the reservoirs are built, ever part with this public domain in large sections, but religiously



SOD HOUSES OF THE SUB-HUMID PLAINS.
Water having been procured for irrigation, prosperous farms have been developed in the same country abandoned by settlers who could not irrigate.

Among the objections that I have heard made against the government taking up this great work was one by a prominent member of Congress from one of the middle states. He says it would increase the acreage of productive land and thereby decrease the value of lands in his state. Is not this a short-sighted view to take? Where would we have been if our forefathers had adopted that view and clung to a little strip of land along the Atlantic seaboard? Has the enormous increase in agricultural products in Colorado and other western states reduced the price of farm products in Illinois one cent?

Another member of Congress remarked that he might as well vote for an appropriation to remove the stones from the farms of New England as to vote money for the building of reservoirs. My answer to this is: If the government owned the lands, and the removal of the stones made way for the building of millions of additional homes for the people, I would certainly advise my New England friend to vote for an appropriation to remove the stones.

Congress should take up the work of building these reservoirs because it is wise, sensible, and just from every standpoint. Our population is increasing by leaps and bounds; the desirable public lands are nearly all gone. See what a rush there was to secure farms at the Oklahoma reservation opening a short time ago.

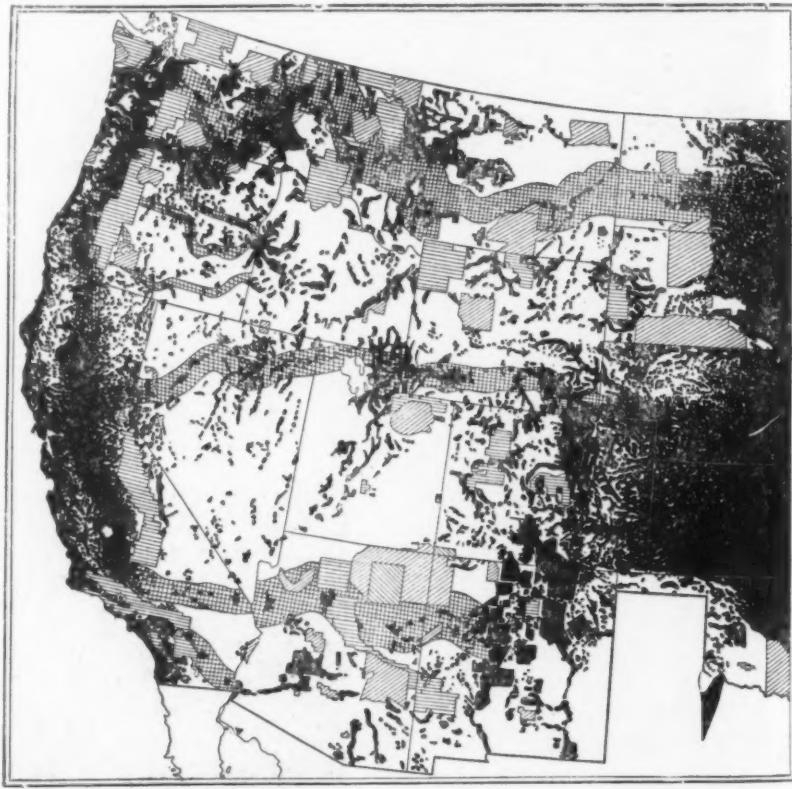
If all the water in this arid region which, in flooded season, goes to waste, can be stored and utilized, a productive territory capable of supporting 20,000,000 people will be added to the United States.

From a business point of view, the settling of what is now a worthless desert will add enormously to the wealth of the country; it will open up new markets for every manufactured article; it will benefit every workshop, loom, and foundry between Maine and Alabama; and it will furnish homes for the over-crowded population of our congested cities. Every portion of the United States will feel the stimulus of the increased wealth created and of the new markets formed right in the midst of our country with our own people. For this reason every portion of our land is equally interested in having the work started and pushed to a successful conclusion. Appropriations could be made for say six reservoirs. These could be laid out and finished under the supervision of officers of the government, and, if necessary, their success proven before undertaking others. No doubt this suggestion will cause some member of the House who is ready to vote any sum for his own local hobby to object, and say that this is only an entering wedge to the public treasury for millions to follow. My answer is: Should the investment prove a wise and profitable one, and there is no room to doubt this, I hope it will be followed by many such appropriations, until every gallon of water that now goes to waste in the "arid West" is utilized and made to minister to the wants of man.

- Let it not be forgotten that the states in which this land is located are entitled to more consideration in the budget of national appropriations than they have received in the past. From their first organization their citizens have always been patriotic and liberal for the public good. Through their chief industry, mining, they have directly added great wealth to our country's riches, they have created a cosmopolitan market for goods manufactured in all of the other states; their representatives in Congress have always voted generously for every wise

appropriation asked for by other sections, and beyond a few thousand dollars, for local post-offices, they have never received the benefit of an appropriation from the general government. Indeed, if these states alone were to receive all of the benefit that will follow the building of these reservoirs, they would richly deserve to have them built; but, as before stated, the great work would benefit every state in the Union, and the great amount of kindly interest shown in the subject by our citizens of the Atlantic States proves that they appreciate fully its great importance to the whole country.

From a philanthropic standpoint, this question appeals with great force to every one who is anxious to do good toward his fellow men. The settling of this land with ten or fifteen millions of people will be a noble work. It will, in so far as it goes, banish poverty; and it must be admitted that poverty is really the root of all evil. If we remove even acute poverty, the jails and prisons of our country could be converted into school-houses. Man can never show and live the good that is in him until the fear of starvation for his loved ones and himself is removed from his mind; and until every child of God who is born into the world is protected from cold and hunger, our civilization will not be perfect, and human happiness upon this earth will be far from complete. Equality in the possession of this world's goods can never be, but the battle for the necessities of life can be made easier than it is now, and it is here in this world and in the flesh that the unfortunate needs help. If



we live decent lives a merciful God will take care of us after death. In no country are the successful and wealthy more anxious to help their less fortunate brothers than in ours, but the trouble is to find a way where the help given will bear lasting results. Helping deserving families to settle on these irrigated farms where every year insures a crop, and upon which they can raise nearly everything necessary to supply the wants of life, is a work the good and lasting results of which will reach down to future generations; and this very ownership of land is the greatest safeguard for the protection and perpetuation of our institutions. There is no doubt but that we can, through a higher and more scientific agricultural education and

the resultant beautifying of our rural homes and farms, the construction of good roads and the village community system, with library and theatrical attractions, counteract the insane and foolish rush to cities.

We live in a progressive age and in the most progressive country that ever existed, so far as human liberty and advancement are concerned. If we continue to be true to our destiny we must go forward in the promotion of human happiness. The fortunate and the strong must help the unfortunate and the weak. We must not only live and let live, but must live and help others to live. Individual ingratitude, which is *sure* to be met with in life, must not prevent us from enjoying the luxury of doing good. Each one of us can add his mite to bring about such changes in our conditions and along peaceful lines as will make it easier for every human being to earn the necessities and some of the luxuries of life. Our successes in all of the affairs of life will not be judged by the great fortunes individuals derive from them, but by the distributed blessings they will confer upon the masses. The discoveries of the hidden powers of nature, of new inventions and labor-saving machines, intended by the creator to benefit humanity, must not be used as a medium to keep men from earning their bread, as is only too often the case under our present system. Conditions which will give every one enough to eat will not detract one atom of pleasure from the rich; and I am sure there is no class of people more anxious to banish poverty than the rich and well-to-do persons of our country. It is along these lines that this irrigation question appeals to us the strongest, always assuming it to be a wise business proposition, and there can be no doubt it is. The creation of millions of new homes for our citizens to live and enjoy liberty and happiness in will be one of the grandest undertakings of this remarkable age.



Reciprocity With Canada

In the case of all articles of farm produce, of which the United States and Canada have a considerable surplus for sale in Great Britain and other foreign markets, free trade between the two countries would have little or no effect upon prices, says Hon. John Charlton, M. P., in the *Forum*. This would apply to wheat, flour, bacon, hams, pork in barrels, cheese, etc. The Canadian producer might benefit, to a limited extent, through competition between American and Canadian buyers in his own market, because rings and combinations of buyers would be more difficult to establish and maintain than if the American buyer were excluded. In the case of articles exported to the United States for consumption, free trade would have no appreciable effect upon prices, because of the insignificant amount of importation compared with the great volume of production in the United States. In the case of sawn lumber the importation into the United States from Canada, for consumption, amounted last year to about 500,000,000 feet, board measure, which was less than one and a half per cent of the quantity of lumber manufactured in the United States. To assert that one and a half per cent will depress ninety-eight and a half per cent to the extent of the duty, or will even affect prices in any material degree is absurd.

This view of the case was placed before the American members of the Trade Committee, when the Joint High Commission met in 1898; and the Hon. Nelson Dingley freely admitted that American lumber prices could not be appreciably affected by the importation of Canadian lumber free of duty, with the amount then imported, or likely to be imported. The same conditions would hold good with regard to eggs, barley, vegetables, potatoes, cheese, butter, and other articles of farm produce likely to be exported from Canada to the United States for consumption. The disparity between the volume of importation and that of domestic production would be even greater in the case of these articles than in the case of lumber, and free trade could not to any material extent affect prices. The Canadian lumberman and farmer desire free access to the American market, but not for the purpose of depressing prices in that country to the present level of prices in Canada, where difference of price exists, because that would do them no good. Their desire for free trade arises from the expectation that the Canadian price will be increased to the extent of the duty when the latter is removed.

In the case of failure of a crop, or great scarcity of any article, free trade might in exceptional cases relieve the strain and affect prices, to the benefit of all classes, in either country.

Absolute free trade has existed between all the States of the American Union since the Constitution was adopted. Its operation has been entirely satisfactory. It has furnished the most absolute vindication of the wisdom of dispensing with tariff restrictions. Between different States and different groups of States, great diversity of soil, climate, production and general conditions has always existed. These differences are as great as those dividing the Canadian Provinces and Territories from the American Union. The logical application of the principle of protection would have called for duties upon the agricultural products of the fertile West, in behalf of the farming interests of the less-favored New England and Middle States; and also for duties upon the goods produced in the well-established manufacturing plants of the Eastern States, in favor of the new and struggling industries of the Mississippi valley and the Pacific slope.

The assertion that such a policy would have promoted the welfare and prosperity of the Union would be absurd. The humblest citizen knows that, with every extension of the area over which the system of free interstate commerce prevails, the more apparent become the advantages conferred by that system. The nearer the approach to this system in the trade policy of the United States and Canada, the better for both countries; for similar results to those that have followed the application of the system of free trade in the United States would follow its application to the great Canadian domain.

A Go-Ahead Nation

Japan is making money on everything, and it has cheaper postal rates than we have. Nearly all the railway stations have telephones or block signalling instruments. All have telegraph stations, and they carried last year more than two million messages. Their railways are of English construction, with one single exception. This is a line 200 miles long, which runs through the island of Yezo, and which was built by American engineers, with American rolling-stock. It was opened in 1880, and it is, we are told, paying very well.

The Japanese are now making their own engines. They have works at Tokio and Kobe, and they have been building goods and passenger cars for some time. Fifty new railways are contemplated, and the charters for these have been applied for, and a number of them already granted.

The Japanese carriages have three classes—first, second and third. The first-class are almost like the English coaches, except that you enter at the end instead of at the side. The carriages are divided up into compartments, with doors running through them.

The first-class fare is about 1½d. per mile, the second-class a penny per mile, and the third-class about a half penny per mile. Though all these fares are in silver, Japan has about the cheapest fares in the world. The second-class cars are for all the world like a tramcar, with wide cushions running under the windows. They are well upholstered and very comfortable. They are seldom filled, and are used largely by the well-to-do Japanese. There are doors at the side, near the end, and these open directly on to the station.

You find all classes within them, and you may ride for hours with pretty Japanese girls, Buddhist priests, and the thousand and one characters which make up the life of Japan. Many of the Japanese women squat on the seats, tucking their long gowns under their knees. You meet many Japs in European clothes, and now and then one will take off his Japanese clothes, pull a foreign suit out of his bag, and dress in the carriage right before your eyes. No one pays any attention, nor seems to think it strange.

An Irish Joke

Two Irishmen were arguing who was the cleverer.

"Well," said Pat, "I'll bet you can't tell me what keeps bricks together."

"Shure," said Mike, "I can. It's mortar."

"No," said Pat, "you're wrong; that keeps them apart!"

Agricultural Attractions of Southeastern Assiniboia

By AUSTIN L. HALSTEAD

The thousands of new settlers who found homes in the Canadian Northwest territories last year, and the largely increasing numbers that are headed that way this spring, have set in motion so much talk and given rise to so many questions concerning that country that the following information will prove of great practical value and interest to our readers. Saskatchewan, Athabasca, Manitoba, Alberta and British Columbia have been described in this magazine repeatedly, but of that splendid tract of country known as Southeastern Assiniboia, into which so many American settlers are now going, but little has been said.

Assiniboia adjoins Manitoba on the west, is directly south of Saskatchewan, and lies southeast of the fine territory of Alberta. It is just across the line from North Dakota and Montana. The district we wish to speak of particularly is contiguous to Portal, N. D., within about 100 miles of Regina, Assiniboia, the provisional capital of the Northwest Territories, and about 200 miles from Winnipeg. Here in Southeastern Assiniboia, are found thousands of acres of the finest grazing and most productive agricultural lands that the sun shines upon. Nothing is wanting to make it an ideal country for farming and for stock-raising. There is abundant rainfall, numerous streams and lakes, rich natural grasses, excellent markets, a healthful and equable climate, and all of Eastern Assiniboia is well settled and prosperous. The Districts of Assiniboia, Alberta and Saskatchewan alone constitute an empire larger than all Russia in Europe. Eastern Assiniboia is known as the "Park Country" of the Canadian Northwest. It is rolling prairie, dotted with groves of trees, lakes, streams and meadows, with soil so rich that fertilizers are unnecessary, and with moisture so abundant that irrigation is a

thing unthought of. The Canadian Government calls it "The wheat-growing district par excellence of the whole Canadian Northwest." The soil is a rich, black loam with clay subsoil—warm, practically inexhaustible, and peculiarly adapted to diversified farming.

All the small grains are produced—of the highest grades and in acreage yields that would surprise farmers in the Eastern States. It is not at all exceptional for wheat to yield 35 to 45 bushels per acre, oats 60 to 75 bushels, and barley 40 to 45 bushels. Potatoes are an immense crop, frequently producing 500 to 700 bushels an acre. All roots or vegetables grow to perfection here, and small fruits do exceedingly well.

So valuable is this land, in the estimation of the Canadian Government, that Government lands are not for sale at any price except to actual settlers. Fortunately, however, the public is not altogether dependent on governments and railways for its supplies of cheap lands; there are large individual holders of these rich lands—many strong land companies that own and control vast tracts, and who are willing to sell to all who wish to buy. One of these reliable concerns, in fact, advertises a splendid body of these Southeastern Assiniboia lands elsewhere in this issue. Messrs. M. N. Goss & Company, the firm referred to, have offices in St. Paul, and offer for sale, at very reasonable prices and on marvelously favorable terms, 51,000 acres of the choicest lands in this garden spot. The terms are so easy, so liberal, that any one can purchase and soon own as many acres as he cares to farm. The Canadian Pacific and two other railways furnish unexcelled transportation facilities to all points. Not an acre of this company's lands lies more than ten miles from a

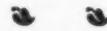


A WHEAT FIELD IN SOUTHEASTERN ASSINIBOIA.

railway. Buyers will not be moving into an unsettled region, but into a country of good schools, churches, and all those social and other privileges which come from a district well settled by intelligent and prosperous people.

One great inducement to buyers is the fact that there are practically no taxes to pay, the only taxes being the small road tax and the light school tax—the total never exceeding \$7 or \$8 per year on a full quarter-section.

One year's crops will ordinarily pay for a farm. Farmers are not tied down to one thing; they can raise wheat, oats, barley, rye, flax, peas, potatoes and vegetables, and they can help make the fine butter and cheese for which Canada is so famous. It is an excellent dairy country, full of good grasses, pure air and water, and freedom from animal disease. Cattle, horses, sheep and hogs do well, also. The farmer who goes into that region cannot help prospering if he but bring to his work industry and plain common sense. The Territory is full of coal, has plenty of wood, is blessed with numerous markets for all that can be grown, and a few years hence will see every acre treble in value. If such lands are not bought now, and quickly, too, the certain penalty for delay will be an increase of two to five dollars an acre. The supply is limited, the demand unprecedented. Whether one wishes to buy as an investment or for actual farming purposes, it will pay to buy all one can afford to buy right now.



Building the Canadian Pacific

In the Atlantean task of building a railway from ocean to ocean the Canadian Government fell upon evil days, says Duncan Campbell Scott in *Ainslee's*. It became evident it had trafficked with contractors and taken money for election purposes. The excitement in the country was intense, but in the House of Commons it centered. There, in the first days of November, 1873, the question was fought to a finish. The House had to divide upon a motion of the Hon. Alexander McKenzie, the leader of the opposition to Sir John MacDonald. In a telling and dramatic speech Sir John threw himself upon the mercy of the House and the country. It became evident as the debate proceeded that one or two votes would decide the fate of the Government.

At one o'clock in the morning of November 5, Mr. Smith, now Lord Strathcona, got upon his feet. His utterance was to be oracular, for he and the people he represented were most vitally concerned in the building of a railway necessary to their existence. It has been his device never to allow any one to know what he is going to do until he has done it. When that has transpired it seems tremendously worth while; the only right thing to have done. This scene was to be a case in point.

The House that had been before in a whirlpool of excited noise fell into a dead calm. Even until his closing words it was not evident whether he would adhere to his party or desert it. His speech was delivered into intense silence, interrupted by hysterical bursts of applause. "For the honor of the country no government should exist that has a shadow of suspicion resting upon it, and for that reason I cannot give it my support."

These were his closing words, capped by the frantic ecstatic cheers from the opposition with which he had sided. The Government was doomed, and for the moment it seemed that D. A. Smith's was the only name to the death warrant. The House broke up in disorder. In the corridors the members rushed together, cheering and handshaking, or reviling and threatening. Suddenly there was a storm center around Mr. Smith, upon whom Sir John was bearing down. He was held back, gesticulating wildly. What he said never got into the blue books. His language was sometimes "frequent and painful, and free." He cried out: "I'd slap your face as quick as hell would scorch a feather." From which it would appear that Mr. Smith had something to forgive.

But they both forgave, and in after years, side by side, the great politician and the great financier, built the Canadian Railway. It was in no idle spirit of laudation that Sir Charles Tupper stated that, "had it not been for Mr. Smith's indomitable pluck, energy and determination, the road would never have been constructed." Mr. Smith very early recognized the fact

that in this country the railroad must precede colonization. He had faith in the West, and his first investment was in the purchase of a bankrupt railroad, the St. Paul & Pacific, that afterwards became a great factor in the development of Manitoba.

When the deal was announced by which a number of Montreal financiers obtained possession of the shares held in the road by Dutch bondholders the wiseacres shook their heads. Even some of the speculators quailed. At least, they have a legend in the city under the mountain that they all went to church one Sunday, and the preacher dealt so grievously with them that one at least trembled. It seemed that the message was for them alone. But it turned out that the Lord was on the side of the big battalions once more. For there could be no greater force at the back of an enterprise than the vast, undeveloped West, with its limitless resources.

The St. Paul & Pacific developed into a system, with St. Paul for a terminus, that assisted materially in developing the Northwestern States and in building up Manitoba. In truth, Lord Strathcona's great financial ability and his power of forming combinations and inspiring men with his own ideals and hopes received their first opportunity for application and development in connection with American enterprise.

Mr. J. J. Hill stated the truth when he said at St. Paul in 1893: "The one person to whose efforts and to whose confidence in the growth of our country our success in early railway development is due is Sir D. A. Smith."

Canada's Farm Wealth

The time-honored notion that Canada is a land of snow, where the mercury goes into winter quarters for nine months of the year, and whose principal products are furs, logs and lumber, disappears forever from the mind of the traveler through these rich and fertile provinces, says Herman Whitaker in *Ainslee's*.

But it should never be forgotten that the winter is one of the Canadian farmer's most valuable assets. The cereals grown in the north contain more flesh-forming and nourishing parts than those grown in the south. It is a well-known fact that the rains in England, from November to March, drain out of the land into the sea more nitrates per acre than are required by a crop of wheat. The grip of the frost holds these Canadian nitrates steady until the germinating grain requires them in the spring.

Wheat, oats and barley, the latter of such fine quality that American brewers curse to this day the tariff which excludes it, are largely raised. Butter and cheese of the kind which gourmands dream about are exported in large quantities, one hundred and nine thousand tons going in 1900 to the British market. The value of the cheese exports rose from \$9,000,000 in 1890 to over \$19,000,000 in 1900, an increase of over \$10,000,000 in ten years.

A curious incident, which throws some light on the dark ways of the middleman, occurred in connection with the exportation of Canadian cheese. The Department of Agriculture had some of the Canadian article traced through the British markets, and eventually found it masquerading as Cheddar before Montreal epicures.

Fruits of all kinds are grown in the open air throughout the provinces of Nova Scotia, Ontario and Quebec. Canadian apples are esteemed the finest in the world. The people of the British Isles in 1900 took 897,000 barrels, of which the value was \$2,400,000. Along the shores of Lake Erie peaches and grapes are raised in great quantities, and the finest of pears, apples, small fruits of every description and several kinds of citrus fruits are common from Niagara to the northern border. Nor does this exhaust the agricultural resources of this section. Mighty grain-fed steers and fat heifers cross the Atlantic in such numbers that the roast beef of old England has become a memory for grandfathers to chuckle over, while the backwoods hog ends his days in a British metropolitan slaughter house. Cattle on the hoof to the value of \$8,039,000 were exported in 1900 to Great Britain. In ten years it is confidently expected that the total value of food commodities exported will reach \$200,000,000, and that without any material increase in the population occupied in agriculture.



No Chance of Escape

They sat on the sofa, their arms entwined, and tied in lovers' knots, according to an Iowa exchange. The hair-grower on his moustache was not far from the eighteen-penny bloom on her cheek.

"Isn't this perfectly delightful?" she asked.

"Dorothy," he replied, "when I know your mother is listening on the stairs, that your father is waiting in the vestibule with a cane, that the bulldog is loose in the front garden, and your little brother is under the sofa, how can I say it is delightful?"

Would Be Glad of It

An old man was leaning against the walls of a cemetery in Spokane not long ago, and, being tired, he sat down to rest on one of the stone seats that are placed at the gates of a cemetery.

The old man had a very bad cough, and it was while he was in a bad fit of coughing that a young man approached him. Thinking he would take a rise out of the old man, he said:

"I'll tell you, old man, you've got a cemetery cough."

"Maybe," replied the old man, with a knowing wink in his eye, "but there's lots in that cemetery that would be glad of my cough."

Didn't Mind Waiting

A Bozeman criminal whose day of execution had arrived was asked by his jailer if he had any last favor to ask.

"I have, sir," said the condemned man, "and it is a very slight favor, too."

"Well, if it is really a slight favor, I can grant it. What is it?"

"I long for a few peaches to eat."

"Peaches!" exclaimed the jailer, "why they won't be ripe for several months yet!"

"Well," said the condemned man, "that doesn't matter—I'll wait!"

A Difficult Feat

At a little school house in Iowa an old-fashioned Irish schoolmaster was once employed who kept the children steadily at their tasks, but gave them permission to nibble from their lunch baskets, occasionally, as they worked.

One day, while the master was instructing a class in the rule of three, he noticed that one of his pupils was paying more attention to a piece of apple pie than to the lesson.

"Arrah, there," said the master. "Jack Bates, be listening to the lesson, will ye?"

"I'm listenin', sir," said the boy.

"Listenin' is it?" exclaimed the master. "Then it's listenin' wid one ear, ye are, and atin' poi wid the other."

As Good as New

A North Dakota colonel, on his return from the Philippines, brought with him a flag all tattered and torn and riddled with bullets, which he had captured from the enemy, and which he showed with pride to his family and household.

Next morning the trophy was to be presented to the city with appropriate ceremonies.

When he went to look for the flag it was missing.

"Where is my flag?" he cried, in consternation. "What has become of it?"

His housekeeper brought it to him with a smile of proud satisfaction.

"I sat up all night and mended it, and now it looks nearly as good as new," she said.

The Village Rubbersmith

Under a spreading blacksmith sign,
The village blacksmith sat;
He heard the chuf-chuf-chuf and said,
"Where is my business at?
The road is full of horseless things,
And bikes and such as that."

The smith was deeply in the dumps,
Ah! that was plain to see.
His wink-eye winked a knowing wink
Up at the chestnut tree;
And then he said, "These horseless things
Have put a horse on me."

And through his crisp and curly hair
His sinewy hand he ran.
Says he, "I'll get some different tools,
As well as any man
I'll mend a punctured rubber tire—
I'll charge whate'er I can."

Week in, week out, from morn till night
His bellows blows no fires.
Instead it feeds a rubber tube,
That blows up rubber tires.
He has a tank of gasoline,
And cement, pipes and wires.

And children coming home from school
Rubber in at the open door.
They rubber at the rubber tube
A-rubberin' 'round the floor,
They rubber at the rubbersmith,
Who rubbers tires that tore.

He can't go, Sunday, to the church,
For that's his busy day.
Some city chauffeur's in the lurch,
And here is work—and pay.
The chauffeur buys some gasoline
And chuf-chufs on his way.

But never mind, his daughter's there,
Up in the choir stand;
And as she holds the hymn book high,
Shows diamonds on each hand;
For daughter's buying jewelry
And dad is buying land.

Repairing and pumping and mending,
Onward through life he goes,
Each morning sees some tire break,
Each evening sees it close.
Something mended, something done,
Puts money in his clothes.

Thanks, thanks to thee, my worthy friend,
On the lesson I'll meditate.
All must at times get different tools,
This world will never wait;
If we would live the strenuous life,
We must keep up-to-date.

—J. N. H.



"The Rail Thing"

Quite Forgotten

It occurred in front of the Tacoma Hotel in Tacoma. He was one of these smart men who like to show their cleverness.

"See me make him look small," he said, as the beggar approached.

Then he listened solemnly to the tale of hard luck.

"That's the same old story you told me last week," he said, when the vagrant had finished.

"It is?" was the reply. "Perhaps I did," he admitted; "but I had quite forgotten meeting you for the moment. I was doing seven days last week, and there was such a lot of us, you see."

A Narrow Escape

"And how's the good wife, John?" asked one farmer of another as they met on one of Fargo's streets.

"Didn't you hear that she's dead and buried?"

"By gosh!" exclaimed his friend, sympathetically. "Surely it must have been very sudden."

"Wall, you jest bet is *was* sudden," returned John. "You see, when she turned ill, we hadn't time to send for the doctor, so I gave her a bit o' medicine I had lying in my drawer for a year or so, and that I had got from th' doctor myself, but hadn't taken, by gum. What the medicine was I disremember, but she died soon after. It's a sad loss to me, I can assure you, but it's something to be thankful for I didn't take the medicine myself!"

Quite Satisfied

"But I don't know you, madam," said the cashier of a prominent Helena bank to the woman who had presented a check.

The woman, however, instead of saying haughtily, "I do not wish your acquaintance, sir!" merely replied, with an engaging smile:

"Oh, yes, you do, I think. I'm the 'red-headed old virago' next door to you, whose scoundrelly little boys are always reaching through the fence and picking your flowers. When

you started to the bank this morning your wife said, 'Now, Henry, if you want a dinner fit to eat this evening you'll have to leave me a little money. I can't keep this house on plain water and two bits a day ——'"

"Here's your money, madam," said the cashier, pushing it towards her, and coughing loudly.

No Wonder

A man stepped into a barber's shop in Billings, Mont., one day, and whilst he was being shaved the barber was wondering if this was a new customer.

"Have you ever been here for a shave before?" asked the barber.

"Yes, once," was the reply.

"But I do not remember your face."

"I don't suppose you do," said the customer. "It's all healed up now."

An Apology and Another.

An apology is due to our numerous readers, as the Mining Exchange is over a week late. The reason is that, finding it was necessary to enlarge the paper, we sent for more type. Two fool American railways who can't live peaceably together in the land they are plundering, and the steamship Mainlander, whose owners are apparently too high-toned to run her as far as Tacoma, as advertised, unless a whole ship-load of freight is waiting for their lordships, formed a combination which effectively prevented our goods from arriving in time. Hence the delay which we sincerely regret.—*B. C. Mining Exchange and Investors' Guide and Mining Tit-Bits*.

For shame that our esteemed exchange of voluminous title should be so treated! We feel sure that had the aforesaid "two fool American railways" and the "high-toned" steamship owners known of the seriousness of their neglect, the former would have buried the hatchet, and the latter discarded its high-falootin' demeanor.



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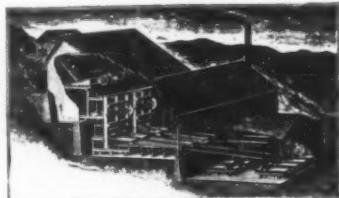
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IN THE PUBLIC EYE

BY THE EDITOR

This shows the modern ten stamp mill and concentrating plant which the management of the Friday Mine at Pearl, Willow Creek, Idaho, will build on their property. This will enable them to handle at a profit their low grade ores which were practically waste before. The ores are treated by concentration and amalgamation. This takes the crude ore through the stamp mill and saves all the free gold on the copper plates. The pulp is then sent on to the concentrating tables, where all the mineral there is in the ore is saved, leaving a product commonly called concentrates, that will then have to be shipped to the smelter where the precious metals are extracted. This mill will handle about sixty tons of Friday ore every twenty-four hours. The ore has a value of over \$20 per ton.



We are indebted for the engravings in the article on the Inland Empire to the Great Northern Railway Company and to the Big Bend Land Company of Spokane, Wash.

The portraits of railroad men that we have given from time to time in "Our Note Book" pages are attracting much attention in the East, whence many applications for copies containing them are coming. There is a good deal of sentiment and comradeship in the railway business after all.

Our Canadian neighbors have caught the American spirit in promoting the settlement of Manitoba and the territories west of it. Their information bureaus and agencies throughout this country and Great Britain are busily engaged in spreading information. Their agents also deliver lectures, with stereopticon views, in our western towns, and invite inquiries at the close of their remarks. They also display samples of the Canadian produce.

It is pleasing to know that the stock of the Six Eagles Mining Company is in such steady demand. The fact that it went to fifty cents a share in December and that sales have continued firm ever since shows that the investing public consider it cheap at that price and have an abiding faith in the future of this promising Washington mine. The full-page advertisement of the company on the inside of the cover will be interesting reading to all who are seeking investments in honestly conducted enterprises. The Six Eagles management expects to have its property on a dividend-paying basis by December 1 of the present year.

Mr. R. J. Maybell, formerly one of the veteran commercial travelers of St. Paul, has interesting recollections of the pioneer trading days from North Dakota to the Pacific Coast. In his time such cities as Helena, Tacoma, Seattle and Portland have acquired their present commercial importance. He was one of the first to take orders for stationery on the Pacific Coast, which heretofore had procured much of its paper by sailing vessel from New York or by the more costly steam and railroad route by way of Panama. He has firm confidence in the growth and stability of both San Francisco and Portland, despite the commercial revolution that is in progress throughout all the Northwest and on the coast. Mr. Maybell's samples in the olden time weighed nearly two tons, and he generally made three trips yearly among the cities and towns on the Northern Pacific and in California. He continues in business relations with the Pacific Northwest as head of the R. J. Maybell Stationery Company, Fifth street, St. Paul.

The powerful influence of judicious advertising is being demonstrated with much force by the migration movement now in progress to the Northwest. The exodus is the direct result of the persistence and enterprise with which the Great Northern, the Northern Pacific and other trunk railways have made known the attractions for homeseekers offered by the new Northwestern States. When people had learned of the climate, soil and general resources of these states they needed only to know how to get there on easy terms. This information has been supplied abundantly, and the result is the mighty movement westward. The railway companies acted on the publishers' precept, "Have a good thing and advertise it." The railways had a "good thing" in the millions of acres of unoccupied fertile land extending from Lake Michigan to the Pacific Coast. The time for this publicity was opportune. Farming is profitable. The farm lands of Minnesota alone are worth much more in the aggregate

than they were ten years ago. The general productiveness of such farms warrants this increase in value.

Speaking of the Western country, a St. Paul prospector who has just returned, says: "It is enough to make a man crazy to see the many opportunities for making money in mining and trade in Washington, especially in the Chelan, Okanogan and Republic regions. Any industrious man with fair business ability ought to make a fortune there in five years. The Great Northern and Canadian Pacific are extending their lines into the Republic mining camp, which has rich gold, silver and copper deposits. The railroads generally are providing better transportation facilities in the Pacific Northwest by branches and extensions. Money can be made in this western country also in cattle raising, fruit raising by irrigation, and in growing wheat and other cereals. Washington had an immense wheat crop last year. It was greater than that of any other state in the Union. Some land there has yielded as much as fifty bushels of wheat to the acre, and gives three crops of alfalfa per year, averaging two tons per crop to the acre, making six tons yearly."

Among the firmly established important St. Paul industries are the works of the White Enamel Refrigerator Company, which are now running at their full capacity. These works occupy two buildings with thirteen immense floors. This company has acquired prosperity and fame as the owner and manufacturer of Bohn's patent dry air siphon system of refrigerators. As the result of careful tests and satisfactory experience several trunk railways have equipped their dining, buffet and refrigerator cars with Bohn's system. Among these railways are the Pennsylvania lines, the Northern Pacific, the Southern Pacific, the Canadian Pacific, the Atchison, Topeka & Santa Fe, the Great Northern, the Chicago, Rock Island & Pacific and the Pullman Car Company. The Bohn refrigerators are also in general use throughout the entire country, being preferred to all other kinds by many brewing companies, hotels, public institutions, clubs, restaurants and grocery establishments. Among the many testimonials received by the company is one from A. E. White, Commissary of the Chicago, Burlington & Quincy Railroad, who wrote after testing the refrigerators on five new dining cars for four months. During that time, he says he made innumerable experiments and subjected them to many severe tests, the results of which convinced him that they have no equal for low, dry and even temperature and perfect refrigeration, which is essential in preserving perishable supplies. Mr. White also says the refrigerators are economical.

The Creamery Package Manufacturing Company was established at Mankato, Minn., many years ago, and they are now known as the leading creamery supply house in the West. Three years ago they moved to Minneapolis, where they secured quarters at Second Street and Second Avenue North. The business continued to grow and they again moved, this time to 318-320 Second Street North, where they still are. Here they have direct railway facilities for shipping goods. They still operate a large butter-tub factory at Mankato. Some of the articles manufactured by this company are Alpha De Laval Separators, Disbrow Combined Churns and Butter Workers, Ideal Automatic Skim Milk Weighers and Farrington Ripeners.



BUILDING OF THE CREAMERY PACKAGE MFG. CO., MINNEAPOLIS.

William Allen White, who defends politics and politicians so sturdily in his "Stratagems and Spoils," recently published by the Scribners, is extremely domestic in his tastes and does nearly all of his literary work at his cosy home, often writing until midnight after a busy day in his newspaper office. Mrs. White is of medium height, slight, dark eyed and sympathetic, intensely interested in her husband. The only child and idol of the household is "Little Bill," who has just learned to walk. The home is filled with bric-a-brac and Indian curios gathered during pilgrimages to the mountains and deserts that lie beyond. The one diversion that Mr. White finds pleasure in is politics. He is a member of the ward, county and state central committees, and because he is not a candidate for any office he wields a strong influence. He is a personal friend of President Roosevelt, and was on the Roosevelt special during that famous Western trip in the last campaign. He plays politics simply for relaxation, and gets more fun out of it than any other Kansan. Some of his friends assert that he is headed for the United States senate, and that he has refused a consulship to an important post, but he says nothing. On the wall of his office hangs a letter of introduction written to President McKinley by Mark Hanna, in which the astute Republican senator tells how he admires the man who wrote "What's the Matter With Kansas?" The unusual and humorous point of the letter is a brief postscript: "He wants no office."

A statement of great interest to owners of real estate in small growing towns was recently issued by the census bureau in regard to the increase of population of places of less than 4,000 inhabitants east and west of the Mississippi River. Following is a statement regarding the increase of pop-

ulation east of the Mississippi River. "The increase of population in the states east of the Mississippi River was 18.7 between 1880 and 1890 and 19.2 between 1890 and 1900. In the same area the increase in urban population, meaning thereby all places of more than 4,000 inhabitants, was 53.1 per cent between 1880 and 1890 and only 37.2 per cent between 1890 and 1900. Both of these statements could not be true unless the population of the places having less than 4,000 inhabitants had been growing more rapidly in the last 10 years than in the preceding decade. This has proved to be true. Between 1880 and 1890 the population east of the Mississippi River and excluding places of more than 4,000, increased 4.9 per cent, but between 1890 and 1900 8.7 per cent." In order to reveal more fully the cause of this increasing prosperity of smaller towns, the census bureau has made a study of the counties which have actually decreased in population during each decade, and after making allowances for changes in county boundaries, counties of this class were found to be largely agricultural and usually have lost through migration to more favored localities.

Between 1880 and 1890 the counties east of the Mississippi which lost population extended over an area of 151,202 square miles, or equivalent in total area to New England, New York and Pennsylvania. Between 1890 and 1900 the counties east of the Mississippi which lost in population extended over an area of 90,218 square miles. These figures demonstrate that in this part of the country an area almost equal to that of New England lost population between 1880 and 1890, but gained between 1890 and 1900. West of the Mississippi River the changes were reversed. The area of losing population was slightly larger between 1890 and 1900 than it was between 1880 and 1890. In this part of the country the area of losing population was over 30,000 square miles less in the last decade than it was between 1880 and 1890. It is shown by a table of comparative statistics issued by the census bureau that the increase of population during the last decade was

more widespread and general than it was between 1880 and 1890. Further analysis shows that a gain in population during the last decade was reported from every county in Minnesota and North Dakota and in every county but one in Iowa. In South Dakota, Nebraska and Kansas there were large areas, especially in the western part, from which a decrease in population was reported. The tide of migration in 1890 pushed up the slopes of the great plains further than the conditions warranted, and in the last decade the wave has been receding, depleting these areas and filling up the rural counties of Minnesota, Iowa and Illinois.

One of the largest and most important land deals in this great land center occurred recently when the Minnesota Farm Land Company of 316-318 Endicott Building, St. Paul, bought 300,000 acres of choice farm, meadow and timber lands in the famous "Park Region" of Central Minnesota. These lands, as will be seen by referring to the company's advertisement, lie in the productive counties of Aitkin, Itasca, Carlton, Crow Wing, Cass and Hubbard—in the very heart of the richest agricultural region in Minnesota. It is a well-settled country in which diversified farming is carried on to perfection, and where good schools, churches, excellent markets and ample transportation facilities abound. All kinds of grain, small fruits, vegetables, etc., simply thrive. It was this region that captured the first prize for county exhibits at the Minnesota State Fair two years ago, and the Minnesota Farm Land Company is exceedingly fortunate in being able to secure control of such large holdings there. This reminds us that this same company has handled immense tracts of land in the past—selling to farmers direct, and to stockgrowers, dairymen and large investors. It does business on a big scale, and does it reliably.

Mayer's School Shoes Wear Like Iron



HERE WE CARRY THE STOCK.

HERE WE MAKE THE SHOES.

ADDRESS DEPT. B FOR OUR BOOKLETS OF
LADIES' AND MEN'S FINE SHOES.

If you want a reliable line of footwear, with which you can **INCREASE** your trade buy

Mayer's Milwaukee Custom-Made Shoes

We make all grades and styles on good fitting lasts that are UP-TO-DATE.
Our specialties are

Men's and Ladies' Fine Shoes and Oxfords

but we also make an extremely good line of heavy and medium weight every-day shoes from Oil Grain, Kangaroo, Kip and Calf. Send for samples or write us and we will have our salesman call on you.

F. MAYER BOOT & SHOE CO., Migrs., MILWAUKEE, WIS.

This last purchase is a peculiarly happy one. It is all virgin land—never put on the market before, and is in so desirable a region that every acre of it will sell promptly. Whoever buys it will own property that is certain to advance in value rapidly. As an investment for capitalists who may wish to buy in large blocks it offers the best inducements. The company, we understand, bought these fine lands very favorably, and are in position to wholesale them at unusually attractive figures. It is the safest investment that can be made. The demand for these farm lands increases yearly, and the supply grows less and less. Prices must advance; therefore those investors who buy now—whether to hold for a rise or for actual farming purposes, are sure to realize great profits. Improvements are being made so rapidly and the demand is so feverishly active that land values cannot remain stationary. The entire Northwest is pulsing with immigration. Land is indeed gold.

The Minnesota Farm Land Company is a strong concern. It is comprised of such well-known capitalists as J. A. Felthous, C. H. McNider, George W. Brett and J. A. Kamundson of Mason City, Iowa; C. A. Cosgrove of Minneapolis and G. B. Barnes of St. Paul. Mr. Barnes is one of the most prominent land men of this city. He is acquainted with every section of the land in question, has figured in a number of very large and successful land deals, and it is here that he makes his headquarters.

The "Bread and Butter State," as Minnesota is now called, will see 50,000 new people within its borders this year. Its choice lands are nearly exhausted. These great land transactions should prove interesting object lessons to Easterners and to those in the Middle States who contemplate investing in this rich Northwestern soil sometime but think there is no need of being in a hurry. It is hardly necessary to say that they must buy now or pay a heavy penalty for their delay in the future.

GUARANTEED INVESTMENT

The Big Bend Land Co., of Wilbur, Wash., with paid up capital of \$120,000 and assets of \$500,000, will sell improved lands and rent it of the purchaser for a period of three, five or ten years and pay as rental therefor, IN ADVANCE, eight per cent per annum interest on the money invested. We have 50,000 acres for sale. Write for illustrated literature.

The Big Bend Land Co.
Spokane Office, Room 1, Ziegler Block.
WILBUR, - WASHINGTON.

IF you are interested in the wonderful *INLAND EMPIRE COUNTRY*, whether in its agricultural, manufacturing or mining resources, write to

**THE
SPOKANE CHAMBER
OF COMMERCE
SPOKANE, WASHINGTON
FOR FULL INFORMATION**

We are especially desirous to extend every courtesy and facility to homeseekers.

SPOKANE

IS a city where the *INLAND EMPIRE FARMER* can always buy the best at the LOWEST prices.

**THE WHITEHOUSE
DRY GOODS COMPANY**

Importers and Retailers in Dry Goods, Cloaks, Carpets and Millinery, is Spokane's Largest and Finest Store. Visitors always welcome.

Exchange National Bank

OF SPOKANE, WASHINGTON

DESIGNATED DEPOSITORY
UNITED STATES

Capital, - - - - - \$250,000.00
Surplus and Undivided Profits, \$249,171.80

E. J. DYER,	F. LEWIS CLARK,
President.	Vice-President.
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THE NORTHWESTERN AND PACIFIC HYPOTHEEK BANK

Owns a large quantity of farm lands, both improved and unimproved, in Eastern Washington and Northern Idaho, which will be sold at low valuations and on easy terms. For particulars and prices address,

THOMAS G. THOMSON
MANAGER
SPOKANE, WASHINGTON

A PICTURE LESSON. I.

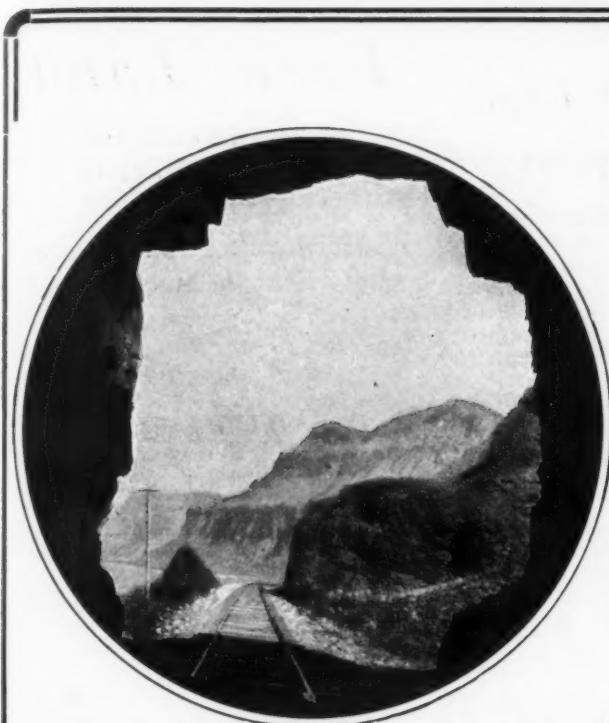


FRUIT FARM OF JOHN P. RUPP, WENATCHEE, WASHINGTON.—TAKEN IN 1894.

On this page is shown the home of J. P. Rupp, one mile west of Wenatchee, Washington. The first picture was taken in the summer of 1894, before any trees were planted, and the second picture was taken three years later, in the summer of 1897, and shows the change that three years have made, but look at the great change this wonderful soil and climate made in the next three years. The last picture is Mr. Rupp's farm as it appears today; the photograph was taken the last of August, 1900.

THE entire *INLAND EMPIRE COUNTRY* is tributary to Spokane. One of the wealthiest mining and agricultural sections in the world, also make Spokane their distributing center. The Spokane River affords the finest and cheapest water power in the country. Many of the most prosperous manufacturers in Spokane started with but a few dollars capital. There are splendid opportunities for new manufactures. If you are interested in the above, write us and we will tell you just what manufactures are needed here, how much it will cost you to secure a site and power, and we will GIVE YOU HONEST STATISTICS.

**THE WASHINGTON WATER POWER CO.
SPOKANE, WASHINGTON.**



VIEW OF PALISADES OF THE COLUMBIA, LOOKING OUT OF WEST PORTAL OF ROCK ISLAND TUNNEL.

We spend Millions of Dollars *

To provide for our patrons the best that money can buy. *

When you travel via the Great Northern Railway

You know you've got the best.

Illustrated information from all
agents or
F. I. WHITNEY, G. P. & T. A.,
St. Paul, Minn.



THE UNION PACIFIC

Has made special arrangements for the transportation and convenience of
Homeseekers and Tourists



TWO TRAINS DAILY Via Kansas City, Leavenworth and Denver
No. 1. "THE OVERLAND LIMITED."

Lv. KANSAS CITY.....	9.40 pm	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Lv. LEAVENWORTH.....	4.20 pm	.....	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Lv. DENVER.....	6.00 pm	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
Ar. PORTLAND.....	4.30 pm	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.

No. 5. "THE PACIFIC EXPRESS."

Lv. KANSAS CITY.....	10.40 am	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Lv. LEAVENWORTH.....	10.15 am	.....	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Lv. DENVER.....	8.20 am	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
Ar. PORTLAND.....	8.10 am	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.

The Only Line from Kansas City having Two Trains Daily. NO CHANGE OF CARS EN ROUTE.

FOUR TRAINS DAILY Via Council Bluffs and Omaha

No. 1. "CHICAGO-PORTLAND SPECIAL."

Lv. CO. BLUFFS.....	9.05 am	{ Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Lv. OMAHA.....	9.40 am	.....	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Ar. PORTLAND.....	4.30 pm	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.

No. 3. "THE CALIFORNIA EXPRESS."

Lv. CO. BLUFFS.....	8.50 pm	{ Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Lv. OMAHA.....	4.25 pm	.....	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Ar. PORTLAND.....	8.10 am	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.

No. 6. "THE PACIFIC EXPRESS."

Lv. CO. BLUFFS.....	11.05 pm	{ Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Lv. OMAHA.....	11.30 pm	.....	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Ar. PORTLAND.....	8.10 am	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.

No. 101. "THE FAST MAIL."

Lv. CO. BLUFFS.....	8.00 am	{ Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Lv. OMAHA.....	8.50 am	.....	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Ar. PORTLAND.....	4.30 pm	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.

Running Fast Trains Daily via Union Pacific, Oregon Short Line, and Oregon R. R. & Navigation Co. to and from the West and Northwest, with direct connections at Portland for Puget Sound Points. Pullman Palace sleeping cars. Pullman ordinary sleeping cars. Buffet smoking and library cars with pleasant reading rooms and barber shops. Free reclining chair cars. Pintsch light. Steam heat. Fastest time. Lowest rates, etc.

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The Union Pacific is the only line running ordinary (tourist) cars between Missouri River and the Pacific Coast every day in the year. Leave Chicago 11.30 p. m. and Omaha at 4.25 p. m. for Portland.

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Pullman ordinary (tourist) cars over Union Pacific, also leave Kansas City daily at 9.40 p. m. for Portland, and at 10.40 a. m. for San Francisco, connecting en route with tourist car for Portland.

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E. L. LOMAX,
G. P. and T. A., Omaha, Neb.

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of SPOKANE,
WASHINGTON,

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and conservative banking. Correspondence invited.

S. S. GLIDDEN, President.

W. D. VINCENT, Cashier.

Palouse Land Company

60,000 acres rich, black
loam. Lots of water, no
brush. Largest crops of
wheat, oats, barley, vegetables
and fruit produced
in America. Never a failure.

D. T. HAM, President.
Basement, Ziegler Block,
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Farm Lands

IMPROVED OR UNIMPROVED

In different portions of
the State of Washington.

Write for our list or call and
see us when in Spokane.

ROSENHAUPT & WEAVER,

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Reference: Exchange National Bank,
SPOKANE, - - - WASHINGTON.

A PICTURE LESSON. 2.



FRUIT FARM OF JOHN P. RUPP, WENATCHEE, WASHINGTON.—TAKEN IN 1897.
—ORCHARD THREE YEARS AFTER SETTING OUT.

The Sawmill Phoenix

Aways dry, bright, wide
Doorstock on Hand.
Dealers in and Manufac-
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Pine. Bar Bank and
Fixtures a specialty

FURNISH COMPLETE
HOUSE BILLS

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M. D. WRIGHT.

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We have a large list of FARM PROPERTY and TIMBER LANDS. We solicit
your acquaintance, investigation and cor-
respondence, and will look after your
interests same as our own. Bank refer-
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Retail....

Hardware
Sporting
Goods

Stoves
and
Tinware

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Blacksmith's
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118 to 122
Howard St.

SPOKANE,
WASH.

SPOKANE DRUG CO.

WHOLESALE

DRUGS

121 Howard Street,

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IN 1901

I SOLD A LITTLE OVER

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of farming and fruit lands, to about 300 customers. They are well satisfied. I will send you some of their names if you wish, and you can write or call on them and SEE HOW THEY ARE SATISFIED

FOR 1902 I HAVE ABOUT

30,000 ACRES

of good farming land in the Big Bend country of Central Washington at from \$4 to \$12 per acre. I have nearly 1,000 acres of choice irrigated land in the renowned Wenatchee Valley, where dollars grow on trees. Write or call on me at my office in Wenatchee, or upon my agents at Winchester, Ephrata or Old Mission, all on the main line of the Great Northern Railway

ARTHUR GUNN,

WENATCHEE,

WASHINGTON.

**Agents at Ephrata, Wash., Winchester, Wash.,
Old Mission, Wash.**

You have heard enough of the wonderful young State of Washington to make it unnecessary for me to enlarge upon the fine climate, sure crops, low price of land and other inducements which it offers. However, if you want some reliable information, send me 10 cents in stamps to cover cost of mailing, and I will send you a copy of the report of the Department of Statistics of the State of Washington, a finely illustrated book of 250 pages, containing an elegant map of the state, with official reports on soils, rainfall, climate, timber, fisheries, population, etc., etc., etc.

*My References are to Hundreds of satisfied
customers. Write for their names.*

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Improved and Unimproved.

J. J. BROWNE,
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OVER 100,000 ACRES

OF CHOICE RAW FARM
AND GRAZING LANDS IN
Eastern Washington and North-
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acre. LONG TIME, EASY
PAYMENTS. Several hundred
good improved farms in the
famous Palouse and Big Bend
Countries at reasonable prices
and good terms.

J. MONROE HEATON
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Farms in Washington

**IMPROVED \$8 TO
\$30 PER ACRE**

RAW PRAIRIE LAND

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Franklin, Klickitat, Whitman
counties, \$1.50 to \$10 per acre.
Get a home in the banner state
of the Union. Get it now.
Call on or address

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THE LAND MEN
209-210 Mohawk Block, SPOKANE, WASH.

THE FAMOUS WHEAT BELT OF
YAKIMA COUNTY IN

CENTRAL WASHINGTON

Offers unequalled advantages to the

**HOMEESEEKER
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Superior to all others for TABLE &
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Thousands can testify as to its curative powers.
Cures Stomach, Blood and Kidney Troubles.
For testimonials and prices address

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Head Office 222-223 Mohawk Block

SPOKANE, WASHINGTON
When you write, mention the NORTHWEST
MAGAZINE.

A PICTURE LESSON. 3.



FRUIT FARM OF JOHN P. RUPP, WENATCHEE, WASHINGTON.—TAKEN IN 1900.
—ORCHARD SIX YEARS OLD.

**STANDARD
BREWING
COMPANY.**
MANKATO, MINN.

AGENCIES IN ALL THE LEADING
TOWNS IN SOUTHERN MINNESOTA.

Brewers of the famous
**STANDARD EXTRA PALE,
STANDARD EXPORT,
STANDARD MUNCHNER,
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**Stock and Wheat Farms and
Fruit Lands**

IN CHELAN, OKANOGAN AND
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**WE HAVE FOR SALE
Thousands of Acres of
Cheap Lands.**

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Agents Northern Pacific Railway Lands.
Gen'l Agents Wenatchee Canal Company.
Agents American Bonding & Trust Co.

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Wenatchee, Wash.

JAMES HAMILL & CO.,

EPHRATA, WASHINGTON.

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IN THE

Big Bend Country

On the Line of the
Great Northern Railway.

**WE ARE GENERAL AGENTS FOR THE
Townsitc of Ephrata.**

Call or Write to us for Particulars.

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WENATCHEE,

**THE HOME OF THE
BIG RED APPLE,**

*Offers Inducements to those
seeking a Home where Crops*

NEVER FAIL.

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IRRIGATED TRACTS.**

For Full Information Address

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REAL ESTATE AND INVESTMENTS,

Wenatchee,

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REPRESENTATIVE BUSINESS HOUSES OF THE INLAND EMPIRE.

20,000 acres COLONY LAND

\$2.50 to \$5.00 per acre.
CHOICE LEVEL PRAIRIE.
Never failing crops. No
irrigation required. Spec-
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or small parties wishing
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THE NORTHWEST MAGAZINE

has done more for
the Inland Empire
than all other pub-
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FARMS FARMS FARM STOCK GRAIN FRUIT IMPROVED AND UNIMPROVE

So numerous, at such prices, and on
such terms that we can please all pur-
chasers. 800 sections of unimproved
lands at \$2 per acre up to \$10. 42
IMPROVED FARMS AT \$9 TO \$30 PER
ACRE, INCLUDING THE CROP. These
lands are in the Big Bend and the
Palouse Districts. Famous for grains
and fruit. We make no charges for
showing these lands to purchasers.
CORRESPONDENCE SOLICITED.

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302 ROOKERY
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A "SHADOW PICTURE," LAKE CHELAN, WASHINGTON, LOOKING TOWARD RAILROAD CREEK.

THE INLAND EMPIRE IS
REACHED BY THE
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—— Railway. ——

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Wonderful Section of the West
Write to

C. W. MOTT, GENERAL IMMIGRA-
TION AGENT,
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For illustrated
literature.

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YOU CAN REACH THE
INLAND EMPIRE VIA
——
THE
UNION PACIFIC
—— SYSTEM ——

After you find your home
call on ——————



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vehicles. 113-120 Lincoln St.

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WE SELL THE EARTH**INSURANCE****ABSTRACTER****ROBERT I. SKILES**

**Real Estate,
Loans
and Investments**

WENATCHEE, WASH.

**INVESTMENTS ON
LAKE CHELAN**

We do a general
**REAL ESTATE
AND MINING
BUSINESS**

We have a large list of farms and fruit lands, improved and unimproved, in the Chelan country; Big Bend Wheat lands and Northern Pacific Railroad lands lying along the Great Northern Ry., and in the vicinity of Waterville, Douglas county, Wash.

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We are the sole agents for the thriving town of Lakeside on lake Chelan, which is situated at the foot of navigation on the lake and the business center of the lake Chelan country.

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We have some of the finest mining properties in the lake Chelan region which we offer to investors on long time bonds for cash or on the development plan. We furnish description of these properties on application. Examination and report on mining properties in the Chelan country made on short notice and by competent men. We have been here fourteen years and are thoroughly acquainted with the country and its resources. We give free information of the country to all who desire it. Correspondence solicited.

**JOHNSON & RUSSELL
Real Estate and Mines
LAKESIDE, WASHINGTON**

5**TO
10**

ACRE
TRACTS
IRRIGATED
FRUIT
TRACTS
IN THE
FAMOUS
WENATCHEE
VALLEY

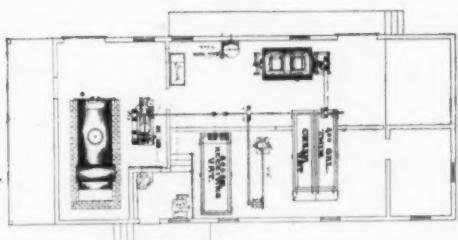
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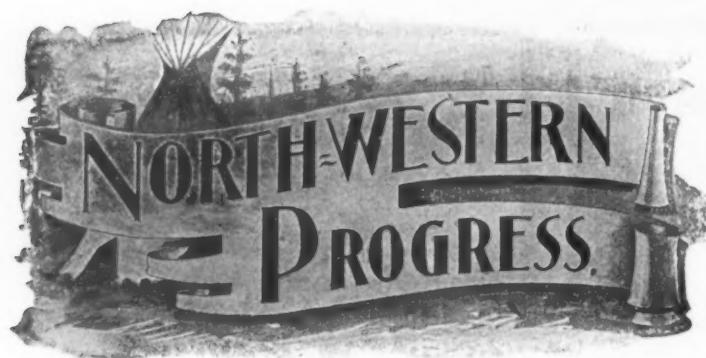
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319 Third Street N., MINNEAPOLIS, MINN.

**WISCONSIN.**

A large German theater is to be built at Kenosha.

Bruce has a new bank, with capital stock of \$5,000.

Clintonville has a new First National Bank. It takes over the Bank of Clintonville.

The Waukesha Electric Light Company has been granted a twenty-year franchise to light the city.

A company has been organized at La Crosse with \$1,000,000 to build an electric road from there to Neillsville.

The Commercial Bank of Fond du Lac will erect a modern two-story bank building of Ashland brown stone.

West Superior and the head of the lakes in general have been spurred into great business activity by the mild weather.

Home-seekers are coming to northern Wisconsin in large numbers. Still more are expected when the spring is fully open.

Much business activity is expected in the iron ore regions of Wisconsin, owing to the growing prosperity of the iron and steel industries.

The newly incorporated La Crosse & Eastern Railway Company proposes to build an electric railway from La Crosse to Veroqua, 25 miles.

The new railway enterprises in Wisconsin make this spring an aggregate of 1,654 miles of track. Nearly all of this is to be built within the State.

Railway building will be active throughout Wisconsin this spring, insuring the development of productive lands in the northern counties and elsewhere.

The encouragement which the "Soo" road is offering home-seekers is expected to attract many settlers this spring to lands along that railroad in Wisconsin.

Wisconsin is justly proud of her cheese factories but she is threatened with active rivalry in that line from Minnesota, which is intent on making cheese in large quantity before long.

The prospector's work is never done in northern Wisconsin. Douglas and other counties are supposed to contain much mineral wealth. Hope springs eternal in the miner's breast.

In connection with its general plan to reduce the grades between Chicago and Abbotsford, the Wisconsin Central will this spring undertake grade revision work near both Marshfield and Allenton.

The returns are all in from the railroad builders in Wisconsin, in 190: The new track laid on

new lines constructed there in that year was 197.69 miles in length. This was irrespective of second track or sidings. There were eleven separate extensions or branches, the most important being the railway from Princeton to Marshfield, a distance of nearly 86 miles.

Wisconsin is represented in new railway projects this spring by 22 distinct enterprises. Some of these are under construction; others are surveys. Among the great trunk lines that are engaged in building more track in Wisconsin this year are the Chicago, Milwaukee & St. Paul; the Wisconsin Central; the Chicago & Northwestern, and the Chicago, St. Paul, Minneapolis & Omaha.

MINNESOTA.

Morris will have a national bank soon.

Plainview is about to have a new State Bank.

Fergus Falls is to have a new \$45,000 business block.

There are 14 new railway enterprises on foot in Minnesota this spring.

New creameries are to be built at Albert Lea, Bellingham and Glenville.

Fifty-six miles of drainage ditches are to be built in the western part of Polk county.

The Minnesota Central Telephone Company will rebuild its line along the Soo this spring.

The Chicago Great Western has let the contract for the railway from Zumbrota to Rochester. It will be 27 miles long.

The paper mill at Grand Rapids, Itasca county, is in active operation.

Hamilton H. Peyton of Duluth will operate as a private bank, the Mesaba Bank, at Proctor Knott, Minnesota this spring.

Plans for an electric plant and electric railway have been submitted to the Mankato City Council by James H. Collins.

The Itasca Lumber Company is building the Itasca Railway from Turtle Lake to Big Fork River, a distance of 11 miles.

The engineering department of the Omaha road has about completed the plans for a \$20,000 steel and brick freight depot at West St. Paul.

The Indians at the Red Lake Agency have signed a treaty ceding 256,152 acres of agricultural land on the western end of the reservation.

Otter Tail county will have six new banks this spring. Three of them will be in Fergus Falls, and one each at Parker's Prairie and Deer Creek.

The Itasca Lumber Company's railway, known as the Duluth, Virginia & Rainy Lake, is to be extended to the Canadian line. It will also connect

BUY SHARES IN A DIVIDEND PAYING MINE

**Located At
PEARL, BOISE COUNTY,
WILLOW CREEK, IDAHO.
THE FRIDAY MINE**

was a regular dividend payer for several years and in the days of its early history, the FRIDAY was a sensational producer of high grade shipping ore, and carloads after carloads were regularly shipped to the smelters, both at Salt Lake, Utah, and at Denver, Colorado.

The high grade ores were hauled in their crude state by teams 26 miles to Boise City, Idaho, the nearest railroad station at that time, and all the lower grade ores were either left on the dump or in the mine.

In 1888 arrangements were being made for the erection of a large concentrating and milling plant in order to mill and concentrate the ores running less than \$25.00 to the ton, which would not pay for hauling them so far to the railroad; but, owing to a disagreement among its owners, the mine was closed down and thrown into litigation, which lasted nearly three years.

Litigation Now Settled.

The litigation has only recently been settled by purchasing the different contending parties' interests, and the FRIDAY MINE has now been turned over to the

Friday Gold Mining Company a corporation organized under the laws of the state of Oregon, with a capital stock of One Million Dollars, divided into One Million Shares of the par value of One Dollar each, fully paid and non-assessable, 250,000 shares of which have been set aside as Treasury Stock, and a portion of this stock is now being sold for the purpose of raising funds for a

STAMP MILL

and concentrating plant to be erected at once; and as soon as the mill is completed the stockholders are positively assured of

Regular Monthly Dividends, even much larger than when the FRIDAY MINE was shipping ore prior to the litigation, because at that time no ore could be handled at a profit which did not run more than \$25.00 per ton. With a mill and concentrating plant, all the ore between the walls, in the vein, can be milled at a profit.

The Development Work

consists of a shaft 130 feet deep; drifts on the vein were run both ways for a distance of 280 feet in length, showing a body of ore from 2 to 6 feet in width, and assaying from \$10.00 to \$500.00 per ton. There is now 4500 tons of this ore in sight in the mine and ready to be extracted, having a value of at least

\$90,000.00.

SURFACE. The vein has been explored on the surface for a distance of over 1000 feet, showing high grade ore the whole distance; consequently by continuing the drifts at the 130-foot level we are absolutely certain of continuation of this ore body.

Reasons Why You Should Invest In The FRIDAY MINE.

1. It is a developed MINE, not a prospect.
2. Until closed down by unfortunate litigation, which is now completely settled, it was a constant dividend payer.
3. Large ore bodies which will net to the company \$50,000.00 the first six months, are now blocked out ready for the MILL, and this means an ANNUAL INCOME of 80 per cent on the ACTUAL INVESTMENT.
4. As soon as the MILL is COMPLETED you will draw your regular MONTHLY DIVIDENDS.
5. It is safe, certain and conservative.
6. We are not soliciting your money for the purpose of DEVELOPING the mine, but only for the purpose of erecting a MILL to work the reserve ore bodies in the mine.

There is no safer investment than in a fully developed mine of known merit; but REMEMBER there is a vast difference between a fully developed mine and a PROSPECT.

When you invest in FRIDAY STOCK you are investing in a fully developed mine of known merit, and your investment is certainly high class.

We are Offering a Limited Amount of FRIDAY STOCK at

10 Cents Per Share.

Forward applications and remittances to

**NEIL J. SORENSEN & CO.,
Financial Agents,
SUMPTER, OREGON.**

Promoters and Directors of the OREGON PLATE AND POWER COMPANY, and PEERLESS HYDRAULIC MINING COMPANY of Sumpter. Prospectus and full information in re Friday mine will be mailed upon application.

with the Twin Cities by the Eastern Minnesota. The headquarters of the first division of the road will be at Ash Lake, 52 miles north of Virginia.

It is reported that the Milwaukee will rebuild the narrow-gauge from Wabasha to Zumbrota on a standard gauge, and will extend the line to Faribault.

The Eastern Railway of Minnesota (Great Northern system) expects to haul 4,000,000 tons of ore this year. It is preparing rapidly its new ore docks.

The Northern Pacific's new road from Grand Forks, N. D., to Drayton, N. D., will run along the Minnesota side of the river for nearly the entire distance. It will be 44 miles long.

The Duluth & Northern Minnesota Railway intends to extend its line so as to connect with the Duluth, Port Arthur & Western. The road will also be built from Knife River into Duluth.

Over one-fourth of the Chicago, Milwaukee & St. Paul's new railway from Farmington to Mankato has been graded. The same company has completed the surveys of the proposed 32 miles of track from Faribault to Zumbrota.

The new railways and railroad extensions, projected or under construction in Minnesota this spring, aggregate 1,564 miles. This includes the projected Gulf & Manitoba, from Duluth to Kansas City, Mo., 700 miles; and the Duluth, St. Cloud, Glencoe & Mankato, from Duluth to Albert Lea, 288 miles. All this affords the most promising outlook in railway building for some years.

Plans for the big Great Northern shops, to be located in St. Paul, include five immense buildings of steel and concrete construction, each one story in height, and to cost, exclusive of machinery and approaches, \$250,000. When equipped with modern car-making and repair machinery and numerous side and spur tracks, the cost for the institution complete will not fall far short of \$1,000,000.

The companies concerned more or less with railway building in Minnesota this year are as follows: The Chicago, Milwaukee & St. Paul; the Continental Railway; the Duluth & Northern Minnesota; the Minnesota & Northern Wisconsin; the Chicago Great Western; the Duluth, Virginia & Rainy Lake; the Minnesota & International; the Minnesota Western; the Duluth & Iron Range; the Canadian Northern; the Duluth, St. Cloud, Glencoe & Mankato; the Gulf & Manitoba; the Northern Pacific, and the Itasca Railroad. The Minnesota & International is a sub-company of the Northern Pacific. The Minnesota Western is a sub-company of the Chicago & North-Western. Some of these companies have tracks under construction; others have made surveys.

IOWA.

Castalia is about to have a new bank.

The Crystal Lake Bank will be converted into a State Bank; capital, \$25,000.

The Burlington, Cedar Rapids & Northern will erect a new depot and office building, shops, etc., at Estherville, to cost \$30,000.

The Chicago, Milwaukee & St. Paul Railway Company bought thirty acres of land on the outskirts of Davenport. The purchase is taken to indicate the intention of the company to locate at that point the railroad shops for its Chicago-Kansas City cut-off.

It is expected that this will be one of the banner years for railroad building in Iowa. As many as 21 new projects, extensions or branches are on foot. Among the trunk lines that are building more tracks are the Chicago, Milwaukee & St.

Paul; the Chicago, Rock Island & Pacific; the Chicago Great Western, and the Chicago North-Western.

About 2,900 miles of new track are included in the railway projects on foot in the progressive State of Iowa. This new mileage is to be built almost entirely within the state. It is intended to give farming districts greater facilities for sending produce to large cities, as well as to accommodate the growing manufacturing interests of the state.

NORTH DAKOTA.

Representative Marshall has introduced a bill at Washington granting to the State of North Dakota 630 acres of land, embracing the White Stone Hills battlefield and burial ground of the soldiers killed in that engagement, which was fought Sept. 3, 1863, between the Sixth and Seventh Iowa cavalry, under Brig. Gen. Alfred Sultz, and the Sioux Indians.

A notable influx of new settlers in North Dakota is now in progress at Sentinel Butte, a new town on the main line of the Northern Pacific Railway about 56 miles west of Dickinson, N. D. Sentinel Butte is now the chief trading point for a large territory and the principal town in Billings county. Until recently it had only a few stores, a postoffice and railway station, but the present influx of people has led to improvements that are now under way. Among the new buildings under construction are a bank and a hotel. The bank has been incorporated and authorized to do business April 15. It is called the Interstate Bank of Sentinel Butte, and has a capital of \$10,000. The incorporators are H. A. Hunter, Minneapolis; A. C. McGillivray, L. A. Simpson of Dickinson, and A. L. Martin of Sentinel Butte. The hotel building is to be a handsome structure, and its equipment will be up-to-date in all respects. It will have steam heat and all of the attractive features of a comfortable home. A large sheep shearing plant is also one of the new improvements. This will employ 60 men during the shearing season, and its presence is a desirable feature, in that it will increase the wool shipments to over a million pounds. The immigration movement to this part of North Dakota just now is occasioned by the recent survey of this portion of the State. Until about six months ago this district was unsurveyed, although it is a most fertile agricultural region. It has been a mecca for cattlemen and sheepmen, but this inflow of settlers will convert it into an admirable agricultural community. All of the conditions of successful diversified farming exist here. The soil is a dark brown alluvial loam ranging from three to six feet deep, resting on clay subsoil, and the amount of precipitation from April to August as per government observation for a series of years, will exceed 17 inches. Well water of an excellent quality can be obtained at a depth of from 12 to 18 feet, and innumerable springs and small streams abound throughout the valley. All kinds of cereals, grasses and vegetables can be grown successfully, and a marvelous crop of flax is always assured, the land being virgin and specially suited for flax culture. Besides the many advantages in the way of farming, the possibilities of stock raising are unexcelled. The so-called bad lands to the east afford a most abundant and nutritive stock range and ample shelter the whole year round. Over 17 homestead entries have been made in this section since the first of January, but a great deal of government land still exists. The Missouri Slope Land & Investment Company of Dickinson, which purchased 120,000 acres of railroad lands, make an original and very liberal offer to purchasers of its holdings which is attracting wide attention. They have developed on their lands a mammoth coal mine. The vein is over 26 feet thick, and of the best grade of lignite. This coal can be mined at small expense, and it is of great benefit to the whole country, but the company has no monopoly on the coal supply inasmuch as this great vein of splendid coal underlies all of this territory. The Missouri Slope Land & Invest-



A Few Selected at Random

Stevens County Minnesota.

900 acres virgin prairie, six miles from town; lake adjoining; no waste land; black loam soil; \$6,000.00.

9.0 acres level prairie, 7 miles from good town; schoolhouse on the land; \$22.00 per acre.

80 acres 1½ miles from Chokio; all under cultivation; no buildings; a snap at \$1,800.00.

Red Lake and Marshall Counties, Minnesota.

20,000 acres close to town, \$18 to \$18 per acre.

Nelson and Pembina Counties, No. Dakota.

10,000 acres rich prairie, partly improved, at \$15 to \$20 per acre.

Northern Wisconsin

30,000 acres, close to town; rich soil; \$7 to \$12 per acre.

CENTRAL MINNESOTA LAND COMPANY, LAND OWNERS.

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MAPS OF Northern Minnesota, County Maps, and 6-inch and 12-inch township plates. Send for list.

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From 33 years' experience in both hospital and private practice, can be safely consulted by all who wish a permanent cure; solicits calls from all who have failed in former attempts to get well. No experiments, no quackery.

LADIES by this treatment, a pure, lovely complexion, free from eruptions, etc., brilliant eyes and perking "old" feel health can be had. That "tired feeling" and all female weakness promptly cured. Consult the old doctor.

Expert Treatment of all forms of Chronic Diseases. Those contemplating visiting Hot Springs can be cured one-third the cost.

BLOOD AND SKIN DISEASES, Blood Poisoning, a disease most horrible in its results, completely eradicated without the use of mercury. Successful in all cases of Fever, Ulcers, Blister, Ulcers, Pains in the Head and Bones, Sores in the Throat, Nose and Mouth, fistula's misery. Glandular Enlargements of the Neck, Rheumatism, Catarrh, etc., permanently cured where all others have failed.

NERVOUS DEBILITY and Organic Weakness, Premature Decay, Self-Distrust, Falling Memory, Aversion to Society, Loss of Ambition, Unfitness to Marry, Dyspepsia, Epilepsy, Impaired Vision, the fangs before the Eyes, Ringing in the Ear, Catarrh, Asthma, Bronchitis, and threatened Consumption surely and speedily cured. Pains in Back, Milky Urine and all exhausting drain stopped and CURED to STAY CURED. Relief at once. Weak parts strengthened and enlarged.

FACTS which will be proved conclusively to any one taking the trouble to call or write.

RUPTURE permanently cured without detention from business.

STRICTURE, cured without pain or cutting.

Over 7,000 cases treated yearly. Recently contracted or chronic Urinary Disease POSITIVELY cured in five days.

All business sacredly confidential.

FREE consultation with Symptom List by mail, in plain envelope, for 4 cents in stamps.

ment Company nevertheless offers free coal for two years to any purchaser of its lands and in addition offers to pay all land office fees in connection with entries made on government land by any person purchasing land from the company. The lands of the company are sold at from \$3 to \$10 per acre, one dollar per acre being payable at the time of sale and the balance in six years with interest at 6 per cent. All of the holdings of the company are contiguous to the main line of the Northern Pacific. The tract lies along the railway for 15 miles. There are three railway stations on the strip, with four daily mail deliveries.

SOUTH DAKOTA.

Watertown will have a new bank, with a capital of \$10,000.

The corner stone of the new \$40,000 Masonic Temple at Yankton has been laid.

The Fairmont Co-Operative Telephone Company has been incorporated; capital, \$5,000.

The Co-Operative Savings & Finance Company has purchased the Marion State Bank of Marion Junction.

The Redfield National Bank will be opened at Redfield; capital, \$25,000. E. B. Soler of Emmonsburg, Iowa, is president.

The Dakota State Bank has been founded at Baltic, a town a few miles north of Sioux Falls, S. D. The capital is \$10,000.

The Colton State Bank of Colton, S. D., capital \$5,000, has opened for business. George W. Abbott of Sioux Falls is president.

White Rock has a new bank—the Citizen's State Bank; capital, \$10,000. The incorporators are H. S. Morris, J. A. Rickert and H. Kerr.

Nearly 800 miles of new track will be added to the railway mileage of South Dakota if the projects on foot this spring are carried to completion.

An effort is still being made to build a railway from Aberdeen to Rapid City, S. D., a distance of 295 miles. Most of this road was graded several years ago.

Among the companies concerned in the building of new railways this spring in South Dakota are the following: The "Soo" Railway; the Fremont, Elkhorn & Missouri Valley; the Burlington & Missouri River; the Twin City, Pierre & Black Hills; the Sioux Falls & Northwestern; the Dakota Pacific, and the Dakota Eastern.

Twenty years ago the tide of immigration swept over the eastern portion of South Dakota and was only stopped in its western advance by the great Sioux reservation, which held the entire western bank of the Missouri River from the Nebraska line far into what is now North Dakota. Another swirl of the current has now started immigrants to the Northwest. The estimates of railroad immigration agents is that 200,000 persons will land in the two Dakotas within the year 1902, and as those coming now must either buy lands at from \$5 to \$80 an acre east of the Missouri River, those who desire homes without this expense will cross to the grass lands that were once the home of the Sioux, and secure them at the low government price of 50 cents an acre or less. Of this class of land there is yet open to claimants over 11,000,000 acres in South Dakota, enough to give over 70,000 homesteaders a right to secure lands. Four railroad systems are doing preliminary work west of the river, with the evident intention of pushing across before the close of the present year. Over 25,000 acres of this land was taken at the Pierre land office in February.

MONTANA.

Utah people are looking toward Montana for agricultural lands. A large number of Mormon families have left for the Canadian northwest and Northern Montana during the past year, and find good farming land at a reasonable figure. Many measures are suggested to relieve the congested condition in Utah; of course, the Mormons are very progressive and are always looking for new territory.

The largest and longest transmission of electric power in the world has just been completed by the Missouri River Power Company, transmitting power from its dam at the Missouri River to Butte. The length of this line is 65 miles, crossing the main range of the Rocky Mountains at an altitude of 7,200 feet and a spur on the main range at an almost equal height. The power line conveys 12,000 horsepower, which is all the power available at the dam at present.

The Miner, of Butte, gives particulars of the breaking out of the new geyser in the Yellowstone National Park. Soldiers carried news to Mammoth Hot Springs of a rumbling, resembling distant thunder, a quivering of the earth as though by an earthquake and the mighty leaping of a gigantic column of seething, surging hot water high into the air which killed the vegetation surrounding the formation, as it came in contact with the scalding water from the bowels of the earth. The new geyser is situated in the vicinity of Norris basin, high up in the timber about forty-five yards from the Constant geyser. The geyser, which has been named "The Twentieth Century," plays in a manner similar to the Constant, but of many times greater velocity. It also erupts more freely than the Constant, spouting at intervals of one and a quarter to two hours.

The report of the condition of the state banks of Montana is an encouraging one to the people of the state, and a good indication of the general prosperity of our cities. All classes have shared in the prosperity, as is shown by the savings bank deposits. There are deposits of over \$12,000,000 in the state banks, and it is safe to estimate that the deposits in the national banks of the state are at least three and a half times as large, making the total deposits in the banks of the state over \$50,000,000, not counting those of the private banks. No state in the Union can show such a record, when it is taken into consideration that Montana contains less than 250,000 people all told. When is added to this the reports of the products of this state, which amount to over \$100,000,000 a year, another record is broken, and shows that there is no state in the Union that can compare with Montana for wealth and productivity, when the population is taken into consideration. These splendid records are better every year, and Montana has the brightest prospects for the future ever known in its history, not excepting those of the "boom" years. Best of all, there is no "boom" feature in the present growth and prosperity. It is well founded and stable.

WASHINGTON.

Tacoma may have a starch factory.

Everett celebrated its tenth birthday anniversary recently.

The North Yakima Milling Company will erect a 50,000 bushel elevator.

The Seattle Electric Company has asked for a franchise for a car line on Eighteenth avenue.

The Seattle Gas & Electric Company will lay new mains at a cost of \$30,000. A large coke hunker is also to be erected.

It is stated that the Dayton-Covello extension of the Oregon Railroad & Navigation Company will be built through to Delaney, Wash., 22 miles from Dayton.

The keel was laid recently for a big four-masted schooner to be built at McWhinney's ship

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Larimore, Grand Forks County, N. D.**

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Write Wilson's
Modern Business
College, Seattle,
Say the paper.
Select Teachers. Select Students.
Seattle, Wash.

and Aberdeen. The managing owners of the new vessel are West & Slade, but three-eighths of the stock is owned by citizens of Aberdeen.

The Bellingham Bay & British Columbia is planning to build an extension from Maple Falls to State Creek, Wash., 80 miles. The line was extended last year from near Sumas to Maple Falls, 23 miles.

F. S. Harmon & Co., wholesale furniture dealers, are making the preliminary arrangements for the erection of a chair factory in Tacoma this year. The establishment will be on a large scale, with a large number of employees.

The engineers in charge of the construction work of the new Tacoma & Seattle Interurban announce that the road will be put into operation on the first of June, at which time an hourly service between Tacoma and Seattle will be inaugurated.

In the grocery stores of Spokane there are employed a total of 280 persons, who are paid a monthly total of \$13,440. This shows the average monthly wage to be over \$51. The grand total paid the workers for a year, on the basis given, is \$151,280.

The Bellingham Bay & Eastern extension from Blue Canyon to a connection with the Northern Pacific at Wickersham, Wash., five miles, has been completed and passenger service will be inaugurated. The distance from Fairhaven to Wickersham is 23.1 miles.

The senate committee on public building has authorized a favorable report on Senator Turner's bill appropriating \$500,000 for a public building at Spokane. The committee also authorized a favorable report on Senator Foster's bill for a public building at Tacoma, but reduced the appropriation from \$750,000 to \$550,000.

The Great Northern terminal yards at Everett were opened recently. The new roundhouse has been completed. The yards at present contain thirteen miles of trackage, which is sufficient to supply the present needs, but when fully completed they will contain seventy-five miles of track, thirty-five of which is already laid out.

A new flour mill, to be the largest on the Sound, will be erected in Tacoma this spring by the Tacoma Grain Company. It is expected to be finished and ready for operation by the last of July. The plant will have an ultimate capacity of 2,000 barrels of flour per day of twenty-four hours. The equipment at the beginning of operations will give it a capacity of 1,200 barrels per day.

The Northern Pacific has undertaken extensive improvements to its wharf system at Seattle, Wash., by the construction of a sea wall around a number of docks. This wall is to be built in water ranging from 60 to 70 feet deep, the intention being to reduce the depth of water to 30 feet at low tide to strengthen the piling. The work will consist of dumping rock and filling the enclosure with earth.

It is announced that the Northern Pacific Railroad Company is preparing to shorten its main line in this state by ninety-one miles by building the Lind-Ellensburg cut-off across Yakima valley. This cut-off will be 110 miles long and will save a wide detour to the south which the main line now takes from Lind-Ellensburg. The work will cost about \$4,000,000 and will save eighty miles on the trans-continental trip.

Fairhaven has another important industry in prospect, which in all probability will be established this season. A prominent Fairhaven business man, who lately met R. Onfray in the East, is authority for the statement. He says that Mr. Onfray told him that he had been making a study of fertilizer plants, having visited nearly all the important ones in this country, with a view to

establishing a plant on Bellingham Bay on a larger scale than anything he had seen. The offal from fish canneries will be utilized. Eliza Island will likely be the site selected for the proposed industry.

The Bellingham Bay & Eastern built 13 miles of road last year as follows: From Whatcom to Fairhaven, Wash., 1½ miles, and from Silver Beach to Blue Canyon, Wash., 11½ miles. The latter line is being extended from Blue Canyon to Wickersham, 5 miles, with a branch from Camp 2 to Cains Lake, 2 miles. The extension to Wickersham, where a connection will be made with the Northern Pacific, will be ready for operation by February 15th.

The people of Bellingham Bay are confidently expecting this year will be the greatest in the history of the cities located upon it in the matter of their own advancement and of the improvement of the country surrounding them. The past year was an epoch maker. During it they cast off their village clothes and entered the city class. To the average man it does not seem possible for the cities to have a greater degree of prosperity than has been their portion during the year just closed, but that the indications are favorable, all are bound to admit.

Wheat lands in Eastern Washington are now in brisk demand. In Adams County, for example, it is said that lands that sell now at \$8 to \$25 per acre, according to distance from market, are producing a revenue equal to that of farms that sell at \$75 to \$100 an acre in the middle western states. It seems very probable that these lands will rise to \$50 per acre within the next few years. Reports from Adams County say that the wheat yield of that County for 1901 averaged 42 bushels per acre, and that one man had a field of 320 acres that averaged 52 bushels per acre. Wheat sells at a little above 50 cents a bushel.

Ballard may have a large manufacturing concern which will turn out locomotives, logging engines, stationary engines, flat cars, freight cars, etc. It is the purpose of this company to put in a plant that would aggregate a cost of \$250,000. It is to be located on a twenty-five-acre tract of land, which will lie within the corporate limits of the city. When in operation the plant will employ about 175 men daily. Work will be commenced within two months, and the plant is to be completed and in running order by eight months from that date. A feature of the proposed new concern worthy of note is that the timber used in the construction of the output will all be Washington fir.

A new town is to be established on the line of the proposed Spokane-Republic Railway, 20 miles from Marcus. It will be known as "Orient." Bossburg men are heavily interested in the promoting company. The company is composed of about 20 stockholders, each of whom subscribes a certain sum of money and also agrees to erect a substantial building on the townsite within 20 days. Several buildings are now under construction and more are to follow at once. A bridge is to be constructed across Kettle river and an adequate water supply provided for the new townsite within a few weeks. Forty acres have been platted. It is the purpose of the new company to lay off 40 acres more in the near future. A depot will be established at the town by the Great Northern.

The Seattle Chamber of Commerce is now in a position to offer excellent terms to promoters and others who desire to secure locations for manufacturing institutions. Negotiations have been perfected with the Ladd estate giving to the Chamber an option for five years on 80 acres of property near the southern city limits. This property the Chamber will offer for sale to persons who desire to establish manufactures, in lots of one acre or more at \$1,500 per acre. Arrangements have been made with the Northern Pacific to lay switches to the property and put in a spur on each lot whenever the business to be secured there will justify. Already one street car line runs by the property, and another which will run

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through it is building. The property is but two blocks from the east waterway, affording convenient water transportation for raw materials and manufactured products. Already several institutions desiring sites of this character are in view and to all such the Chamber is offering the most favorable terms.

Last year North Yakima experienced the greatest building boom in its history, both in business and residence properties. Real estate since has doubled in price with a continually growing demand. New people are coming in every day and all indications point to a still greater development this year than was the case in the past. In farm lands there have been the largest sales in the history of the valley. Of the lands adjacent to this city there are none on the market. All of that under the Selah-Moxee canal was sold before the canal was completed and none can be secured there except at fancy prices. In the Sunnyside country there is still plenty of land for sale under the ditch, but this is going into the hands of new people as fast as the company can dispose of it and at the same time make arrangements for the water. During the year 1901 fully 3,000 people came to make their homes in the valley, four-fifths of whom purchased small farms with the view of making a permanent home. This year it is expected that more than this number will take up homes here. A new canal, known as the Burlingame high line, is under consideration and it may be constructed next year. Under this canal there are 10,000 acres of good land, not including any in the reservation that would come under it, that will be brought into market. The land lies to the west of North Yakima and is considered the finest in the whole valley. The proposed canal will be fifty miles long and will be supplied with water from the Natchez River.

Farmers near Pullman are engaging extensively in the hog business. It is predicted that the close of the present year will find more hogs in the county than ever before. The farmers are adding all kinds of live stock—cattle, sheep and hogs being found on almost every farm. This necessitates a change in the methods of farming, and the country is being fenced better than ever before. Many farms are being fenced with hog, sheep and cattle tight fences, and vast amounts of hog tight wire fence is being put up this spring. One implement firm here has bought eight car-loads of this wire, and expects to have it all sold before May 1. Each car contains an average of 20 miles of this wire fencing, making a grand total of 160 miles of hog and sheep fence to be sold by this firm in a few months. Vast quantities of the fencing is being sold in every town in the county and many farmers are fencing their entire farms in this way. This enables them to produce pork much cheaper than in the old way, when hogs were kept in tight pens and fed grain. Where the farm is fenced the hogs can run in the stubble after the grain is harvested and can live for several months on the scattered grain that would otherwise be wasted.

For the third successive time the report of the Tacoma harbormaster shows the business of the month at this port to have surpassed the record of the previous month. November, 1901, first established a record, December's exports and imports exceeded November's by over \$21,000, and now January's record goes beyond last month's figures by over \$700,000. Combined exports and imports from Tacoma during the calendar month of January amounted, according to the authentic and reliable accounts of Harbormaster J. B. Clift, to \$4,735,039. Of this grand total, exports, foreign and coastwise, equalled \$3,809,369, as compared with \$2,860,791, the highest previous figures. Imports for the month amounted to \$925,670. The exports for the month of January are valued at twice the figure reached by an average month of last year, the banner twelve months in the port's history. If the record of January, 1902, is maintained throughout the present year, and shipping men are confident that such will be the case, the final figures will be startling in the extreme. Domestic products from the mines and mills and

fields of this state form an unusually large share of the month's exports. Flour shipped to foreign ports was valued at \$410,188, these figures, as in every other item, being furnished the harbormaster's office from the official manifests received at the customs house. Wheat was exported amounting in value to \$881,175. Lumber, foreign, amounted to \$14,028, and coastwise, to \$37,230. Over \$137,000 worth of Washington coal was shipped to California and British Columbia. Of domestics shipped to the Orient there were consignments valued at \$670,453. Cotton was consigned amounting in value to \$769,114.

OREGON.

Eighty per cent of the horses used in the Yukon, and there are hundreds if not thousands of them, are from the ranges of Eastern Oregon.

At the annual meeting of the stockholders of the Pacific State Telephone and Telegraph Company, held in Portland recently, estimates for extensions and improvements to cost not less than \$2,100,000 were approved.

Arrangements have been completed for building the new Oregon Short Line, from Garfield south to Leamington, Utah, 90 miles, and work is to begin in the spring. This will effect a saving of 17 miles in the distance between Salt Lake City and Leamington.

In 1901 the railroads carried out of Oregon 17,944 cars of lumber. The amount loaded for points inside the state cannot be ascertained, but no doubt would swell the number to 20,000. Oregon can be counted on for greater lumber movements from year to year. It has the timber, and the mills are coming.

The Columbia Southern Extension Company was incorporated in Oregon to build an extension of the Columbia Southern from Shaniko to Bend, Ore., 100 miles, with branches to Ashwood and Prineville, and it is proposed to begin work in the spring as soon as the weather will permit. Capital stock, \$1,000,000.

It has been decided by the Harriman lines to establish extensive stockyards on the peninsula between the Columbia and Willamette rivers about four miles from Portland. One hundred acres of land was bonded and the Oregon Railroad & Navigation Company has a spur almost completed to the proposed site of the yards. Both the O. R. & N. and the Southern Pacific will use the yards and it is stated that one of the large packing houses of Chicago will establish an extensive plant here. The establishment of stockyards and packing houses here will make Portland the market for several hundred thousand head of livestock in the Northwest which is now shipped to Eastern points.

Reports from Oregon state that about 1,000,000 bushels of barley, 350,000 bushels of wheat and 100,000 bushels of oats from the Columbia valley will be shipped to points east of Oregon this season. The barley, it is said, has been contracted for by agents of the breweries at Milwaukee, Chicago, St. Louis, Kansas City, Omaha and other brewing centers, and is of unusually fine quality. Colorado, according to the reports, will take most of the oats, and Utah, which had a short wheat crop, will get the wheat, a special rate of 45 cents per 100 pounds having been made for this traffic. For barley and oats the rate, it is stated, has been reduced from 90 cents to 60 cents per 100 pounds, and this liberality on the part of the railroads is largely responsible for the shipments east.

The vast tracts of sagebrush desert land in Southeastern Oregon are fast being taken up in large areas under the law of Congress known as the Carey act. The Harney Valley Improvement Company has located about 60,000 acres southeast of Harney City. The company expects to take a large ditch out of Silvies river above Burns. A company organized by Portland capitalists has located a large tract near the same locality and expects to get water by means of deep artesian wells and from small mountain streams. The

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Knight's Point Improvement Company has located six sections south of this town, and will locate more land soon. These three companies have located over 100,000 acres. Besides, a large number of settlers and stockmen have located claims. Where water can be had in quantities sufficient for irrigation the land produces good crops of hay and grain. The sagebrush is easily removed from the land by means of a sagebrush grubber, which will clear up about ten acres a day. The small ranchers hire men to grub the brush and pay \$2 to \$3 an acre. There is considerable land left that would make good homes for settlers, and there is a large body of timber land in the northern part of the county that has not attracted much attention from lumbermen, as it is so far from the railroads. It offers fine chance for several wide-awake mill men to get some as fine pine timber land as there is in Oregon. The grass land is all taken and the sagebrush land is going fast. It will be only a few more years until the timber land will be bought up by wide-awake business men.

The O. R. & N. Co. has made arrangements to carry its work of track-ballasting 100 miles farther this year. Beginning at Huron, in the Blue Mountains, 42 miles east of Pendleton, where its extensive ballasting operations halted last fall, it will perfect its track entirely through the Blue Mountains and the La Grande and Baker City districts, practically finishing the work to Huntington and giving a fine new line all the way to Portland from the connection with the Oregon Short Line. The O. R. & N. Co. has also contracted for this season's delivery sufficient 80-pound steel rails to complete the relaying of the track entirely from Portland to Huntington, which work will be done by September. The track will then be of 80-pound steel on the level stretches and 90-pound steel in the mountains, the heaviest on any transcontinental main line west of the Rocky Mountains. It takes 125 tons of the 80-pound steel or 141 tons of 90-pound steel to lay a mile of track. Twenty-four new steel bridges have also been contracted for by the O. R. & N. Co. for construction this year, and a large number of other bridges will be filled with earth. A great many new sidetracks and station tracks will be laid and several new buildings will be constructed. Plans for additional improvements are now in process of formation, definite announcement of which will come later. This is the fourth year extensive track improvements have been prosecuted by the O. R. & N. Co. continuously and systematically. This policy is putting the property in the best of physical condition, contributing to safety and efficiency of operation.

IDAHo.

The Odd Fellows have plans for a \$15,000 building at Boise.

The Kendrick Water Company will improve the waterworks as soon as spring opens.

Work on the building for the Lewiston normal school training department is almost completed.

Senator Dubois' bill granting 50,000 acres of land in Idaho to aid in the maintenance and enlargement of the Idaho Soldiers' and Sailors' Home, was favorably reported on.

Farmers about Nez Perce propose to construct a tramway to transport grain from the highlands to some point on the Clearwater, on the railroad. Estimated cost, \$12,000 to \$15,000.

The Idaho Northern, an extension of the Boise, Nampa & Owyhee, which was completed last year from Nampa to Emmett, Idaho, 27 miles, is to be extended from the latter point to Garden Valley, 53 miles. Surveys have been made and grading is to begin about April 1st. The line will pass through Marsh and Horse Shoe Bend.

The Oregon Short Line will this year complete the relaying of heavy steel on its Idaho and Montana divisions and the unballasted track on these divisions will be ballasted, but very few miles of

the latter will be required. A trip over the line recently showed the track from Granger, Wyo., to Glenn's Ferry, Idaho, to be equal to any in the West, and in some cases superior.

CALIFORNIA.

The California Northwestern's extension from Ukiah north has been completed to Willets, thirty miles, of which ten miles were built in 1900 and twenty miles during 1901.

The San Pedro, Los Angeles & Salt Lake's line from Los Angeles, Cal., to Salt Lake City, Utah, for which surveys are being made, will be 780 miles in length. The first thirty miles from Los Angeles to Pomona are under construction.

The California Eastern's extension from Manvel to Ivanpah, twelve miles, has been completed, and it is proposed to build from Ivanpah to Good-springs, Nev., thirty-five miles, of which nine miles are in California and twenty-six miles in Nevada.

The Southern Pacific will shortly start work on its new shops to be built in Los Angeles. The site for the proposed improvements includes about 120 acres of land. The improvements, it is stated, will also include a double-track steel bridge across the Los Angeles river at Alhambra avenue, minor buildings for offices, sand, oil, etc., with a new freight receiving depot.

The Nevada-California-Oregon has completed no new line during the past year, but grading is in progress on an extension from Terreto to Madeline, fifteen miles, and it is proposed to build, during the present year, from Madeline to Lakeview, Ore., ninety-five miles. An extension of the Sierra Valleys Railroad, which is now operated by the Nevada-California-Oregon, is being built from Clairville to Mohawk, Cal., six miles.

It is stated that Mrs. Hetty Green has become interested in the California Midland Company, which proposes to build a railroad from San Francisco to mines in the San Joaquin valley, and that she has agreed to invest \$4,000,000 in the securities of the company. The capital stock is \$10,000,000, and the directors have authorized an issue of \$8,000,000 forty-nine year 5 per cent bonds, one-half of which, it is said, are to be taken by Mrs. Green.

The railroads are preparing for a large colonist business to the Puget Sound country this summer. The inquiries received from prospective colonists thus early in the year are in greater number than ever before. California business has been especially heavy this winter and has taxed the rolling stock of the trans-continental lines to its fullest capacity. Not much is expected from Alaskan business outside of what will be furnished by tourists, a class of business that is growing heavier each year.

The Southern Pacific has placed contracts for seventy-two steel tanks to be used for the storage of fuel oil along its lines in the Southwest. The tanks will have an average capacity of 50,000 barrels, making in all a total storage of 3,600,000 barrels. The company at the present time has thirteen tanks in use, of which ten are located west of El Paso, Tex., and three east of that city, with a total capacity of 650,000 barrels. Of the new tanks twenty-one will be located on the line between Los Angeles and San Francisco and Ashland, Ore., thirteen between Los Angeles and Deming, N. M., and thirty-eight along the company's lines in Texas.

\$32.90 TO CALIFORNIA.

Tickets on sale every day during March and April with choice of three through tourist sleeping cars via Chicago Great Western Railway. For information apply to J. N. Storr, City Tkt. Agt., Cor. 5th & Robert Sts., St. Paul, Minn.

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The Quebec Southern is seeking authority from the Dominion Parliament to build an extension from Saint Robert, Que., to Levis, Que.

The St. Lawrence & Northern Company has made application for a charter to build a railroad from Three Rivers, Que., on the St. Lawrence river to La Taque, Champlain county, with branches.

The Matane & Gaspe Company has made application to the Quebec Legislature to incorporate, to construct a railway from a point near St. Octave de Metis to Gaspe Basin, by way of Matane, with connections with the Atlantic, Quebec & Occidental, and branches at several places.

The Matane & Gaspe Company has applied for a charter in Quebec to build a railroad from a point near St. Octave de Metis via Matane, Francis Parent and Sandy Bay to Gaspe Basin, about 200 miles. I. L. Lafleur of Montreal and Narcisse Rioux of Quebec are two of the projectors.

The Red Deer Valley Company is seeking a charter to build a railroad twenty miles long from Cheadle, on the Canadian Pacific, north to a point in Township 29, which it proposes to complete by July, 1903. Authority is also asked for another section twenty miles long to be completed by July, 1904.

The Dominion government has approved an increase of \$20,000,000 in the capital stock of the Canadian Pacific, the proceeds to be used as follows: New rolling stock and locomotives, \$9,000,000; double-tracking, \$6,000,000; new plants and shops, chiefly at Montreal, \$1,500,000; new elevators and improvement of terminals, \$3,000,000; miscellaneous improvements, \$500,000.

A contract has been signed which means the beginning of an extension of the Grand Trunk system to Sault Sainte Marie. It is for a short line, about twelve miles long, heading west from Burk's Falls, on the Northern Railway, to the head of navigation on the Magnetawan. It was given to the Grand Trunk Railway by the Magnetawan Railway Company. The Magnetawan valley, which will be opened up by this line, is forty-five miles long.

Owing to the fact that elevators and other storage houses at terminal points in the Dominion of Canada are crowded to their utmost capacity, Canadian farmers and grainmen are redoubling their efforts to secure an outlet through American routes for the immense wheat surplus of Western Canada. An attempt is now being made to secure storage in bond for Canadian wheat in Minneapolis and Duluth terminal elevators, as well as a rate from railroads that will encourage such a movement.

In connection with the Great Northern Railway of Canada, permanent steamship lines are to be established between Quebec and London, Manchester, Liverpool and Antwerp, and contracts have been signed with the Manchester Line and the Furness Withy Company. Vice President James McNaught, who is now in England, is quoted as follows in regard to the plan: "The object of my company is to develop the grain, packing-house products, and other carrying trade to Europe by way of Canada. We intend to bill through from Chicago, Milwaukee, Duluth and Quebec to London, Manchester, Liverpool and Antwerp. The St. Lawrence route, by a combination of four interests, will effect a saving of 802

miles as compared with the Buffalo route from the western part of the United States. We expect to have all the lines running soon."

Interests associated with the St. Lawrence & Adirondack, through A. L. Meyer, vice president, have concluded a contract for the purchase of the Canada Atlantic road, and the Dominion Securities Company has undertaken the financing of the purchase. Having already the control of the South Shore and the Quebec Southern, these interests contemplate a consolidation of the several properties, which, with the construction of about 100 miles of road to be undertaken at once, will give a through trunk line from Lake Huron to Quebec, thus affording an outlet direct to Europe for the grain and lumber products of the territory tributary to the Canada Atlantic system. The Canada Atlantic extends from Depot Harbor, Ont., to Alburgh Junction, Vt., 401.6 miles, leases the Central counties, extending from Hawkesbury to Glen Robertson, Ont., twenty-one miles, and from South Indian to Rockland, Ont., sixteen miles, and the Pembroke Southern from Golden Lake to Pembroke, Ont., 20.6 miles, and has trackage rights over the Central Vermont from Alburgh Junction to Swanton, Vt., 6.7 miles, making a total of 466.6 miles. The line is also operated from Lacolle to Rouse's Point, N. Y., by the use of four miles of the Grand Trunk, and trains from Ottawa to Montreal use the Grand Trunk from Coteau to Montreal, 37 miles, under a traffic agreement. A section of road about 14 miles long is being built from the St. Lawrence & Adirondack line opposite Montreal to Saint Lambert, where connection is made with the South Shore, and 95 miles of road are being constructed from the eastern terminus of the South Shore to Point Levis, Que. At Depot Harbor it has connection with a line of steamers running to Duluth and other points. As the St. Lawrence & Adirondack is an adjunct of the New York Central & Hudson River, the purchase is virtually in the interest of the latter.

SASKATCHEWAN.

Whitefish are coming in from the lakes in plenty. They are of splendid quality, equal to Lake Superior fish, and sell from five to eight cents per pound.

The lands offered for sale by the Dominion Government on the Chascastapin Reserve have all been bought up, the average price paid being \$2.50 per acre. These lands are situated near where the C. N. Railway will cross the south Saskatchewan, and are very choice.

Saskatchewan is likely to boom next year. At Hague, already a party of Minnesotans have arranged to arrive there in March, with sixty carloads of settlers' effects. Saskatoon will see several thousand people from the States go in. Stony Creek, and the Water Hen Lake District, in a few months will find their population largely increased. Immigration is in the air already, and the new year is seeing a bright start.

Land is taking a boom in Stony Creek, and on the prospective route of the new railway, the Canadian Northern. Speculators are getting a move on. Real estate agents are cropping up almost as thick as in boom days in Winnipeg. Every other man is into the land business. It is rumored that the Canadian Northern is going to start a town on the south branch of the Saskatchewan, twenty miles away. They are also coming into Prince Albert.

The Prince Albert Board of Trade has arranged to have a survey made of the river here, and is also pushing the project of having a combined railway and general traffic bridge built at Prince Albert. The Dominion Government is to be requested to give assistance, and it is believed the town will also grant financial aid. The government is also to be requested to appoint an immigrant agent and guide, to be located here, to assist prospective settlers in making a choice of place for settlement. The Board of Trade seems

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MINNEAPOLIS, MINNESOTA.**

to have taken on new energy and life, and is
enthusiastically pushing the town's interests for-
ward.

The olden days of having steamboats on the
Saskatchewan are likely to be revived. A party
of capitalists have been looking into the project,
with the idea of putting one or more light-
draught steamers on the North Saskatchewan,
to run as far north as Edmonton. The Bertram
firm of vessel builders, of Toronto, also a firm
in St. Louis, and a Chicago firm, have been
negotiating with these gentlemen. A first-class
flat-bottomed boat, capable of carrying several
hundred tons of freight and a large number of
passengers, can be put on the river for about
\$8,000. From Grand Rapids to Edmonton is
about 1,150 miles, and it is claimed by the parties
interested that, with the large increase in settle-
ment, along the river, a boat line will pay.

ALASKA.

The Klondike Mines Railway is said to have
secured a charter for a line from Dawson, Alaska,
to the Stewart river.

The North American Trading & Transporta-
tion Company has been awarded the contract to
supply 35,000 railway ties for the Klondike Mines
Railway, building from Dawson to Grand Forks,
twelve miles.

The Alaska, Copper River & Yukon was incor-
porated in Washington to build a railroad from
Prince William sound, in Alaska, through the
Copper and Tanana River country to a point on
the Yukon river near Eagle. The company pro-
poses in addition to operate a steamship line from
Seattle to Prince William sound, to build and
maintain a smelter and refinery in Alaska, and to
carry on general mining transactions. The capital
stock is \$25,000,000, the entire amount of which, it
is claimed, has been subscribed by Eastern and
foreign capital. The estimated cost of the railway
is placed at \$10,000,000.

A letter from Dawson in a Seattle paper states
that the greatest volume of freight ever taken to
Dawson in a single season was that landed during
the open river period of 1901. All other years were
eclipsed. The year 1900, which heretofore
was the banner year, was outstripped by 4,483
tons. These figures, as well as those following in
this letter are compiled from the books of the
Dawson customs office, and are the first published
on the subject since the conclusion of the season.
The freight going into Dawson this year has also
comprised more goods of Canadian manufacture
than ever before. It is estimated by the men in
the customs office and others well acquainted with
the business that 60 per cent of the freight of all
classes this year was Canadian.

Prof. G. C. Georgeson, agrostologist of the agricultural department, has surprising tales to tell of the agricultural possibilities of Alaska. He claims that the lands thus far explored in that country are capable of furnishing agricultural products sufficient for the maintenance of 3,000,000 people. At the Rampart experiment station winter rye was successfully matured last year. It was seeded in August, 1900, withstood a severe winter under the protection of three feet of snow, coming out in good condition, maturing in August. Barley was seeded in May and ripened in August. No experiments have been made with winter wheat, but spring wheat seeded last year came out in fine shape. There are 2,000,000 acres of excellent pasture between the Yukon river and Prince William sound, and fully half of that tract can be put in cultivation. The agricultural department has claimed for several years that Alaska would some day feed its mining, lumbering and fisheries settlements and at great profit to the farmers. It is now believed that the agricultural and grazing possibilities of the country may be even greater than that. One of the best ways to secure a goodly share of the gold of Alaska will be to raise vegetables, grain and meat for the miners.

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THE DRUMMER CAPITULATED.

A member of a certain club at Winnipeg last Christmas took a friend into the clubhouse and showed him around the place. The visitor, who was a traveling man, as he remarked more than once, had "seen a lot" in his time. When the billiard table was reached a friendly game was suggested, and the visitor happened to lose.

"Oh, well," said he, as he put his coat on, "you don't play a bad game, Jack, but you see I was handicapped. I've been used to playing on a lot bigger table than this."

This was rather surprising, considering that the table was a full-sized one. Jack, however, was quite equal to the task of answering the travelled one.

"Ch," he explained, without turning a hair, "this isn't our billiard table, you know, it's merely a card table. We could not have the proper one because some of our fellows are playing a football match on it."

HE DIDN'T WAIT.

"Come out of them turnips!" yelled a Sowerby Bridge farmer to a tramp who was helping himself with aggravating coolness.

"Come and pull me out, you stingy old skinflint!" called back the tramp.

The farmer moved down towards the turnips.

"Come on!" yelled the tramp, as the farmer approached the fence. "Come on! I've got the nicest case of scarlet fever here, under these old duds, you ever set eyes on. I heard that turnips was good for it, an' I thought I would try some. But don't mind the scarlet fever. I'm feeling tolerably gay yet, an' I think I can make it lively for you. I'm ill, but I never shirk. Come on!"

"In that case," said the farmer, "I think the dog will do it. He don't mind the scarlet fever."

This was a development in the situation that the tramp had not considered; but he was nimble, and got across the field and up a tree before the dog arrived.

WHAT HE SAID.

It was during evening preparation class. Jones minor was getting into mischief, and the master had his eye on him in consequence.

"Jones minor, you're talking," said he suddenly.
"Yes, sir," replied Jones, meekly.
"What were you saying?"
(Pause.)

"Well, I'm waiting. What was it you said?"
"Come here and I'll tell you, sir," said Jones. We stared aghast at our companion, and wondered what would happen next. The master looked as if he had not heard right.

"What did you say?" he said, slowly.
"Come here, and I'll tell you, sir," ventured Jones again.

We were on the tiptoe of expectation. Such daring as this was unparalleled, even for Jones. The master rose from his chair; his anger was terrible to see.

"Leave this room!" he thundered, striding towards the trembling culprit.

"Why, sir?" faltered Jones.

"Why, sir?" spluttered the irate pedagogue. "When I ask you what you were talking about, you ask me to come to you, and you'll tell me, indeed!"

"Yes, sir; but that's really what I did say," the boy replied. "Mobs asked me what the exercise was, and I said, 'Come here, and I'll tell you.'"

Then the band played.

HOW SHE PAID THE FEE.

A poor couple, living in the Emerald Isle, went to the priest for marriage, and were met by the demand for the marriage fee; but it was not forthcoming. Both the parties were rich in love, but not in money.

The good father was obdurate.

"No money, no marriage," he said.

"Give me lave, yer riverence," said the blushing bride, "to go and get the money."

It was given, and she went forth on her delicate mission of raising a marriage fee out of pure nothing.

After a short time she returned with the money, and the ceremony was completed to the satisfaction of the parties.

When the parting was taking place the newly-made wife seemed a little uneasy.

"Catherine," said the father, "what is the matter?"

"Well, yer riverence, I would like to know if this marriage could not be spoiled now?"

"Certainly not, Catherine. No man can put you asunder."

"Could you not do it yourself, father? Could you not spoil the marriage?"

"No, no, Catherine, you are past me now. I have nothing more to do with your marriage."

"That aises my mind," said Catherine, "and God bless yer riverence. There's the ticket for your hat. I picked it up in the lobby and pawned it to get the fee."

Little grains of powder,
Little drops of paint,
Make the ladies' freckles
Look as though they ain't.

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Corner Jackson and Seventh Streets.

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FRED F. CLARK, Manager. MINNEAPOLIS, MINN.



TWO DULUTH YARNS.

A number of gentlemen were discussing the stage yesterday in a Superior street drug store, says the funny man in the Duluth *News-Tribune*. The merits and demerits of a number of prominent actors and actresses were debated pro and con, and most of those engaged in the talking match displayed much wisdom in the affairs of the mimic world.

One of the party was sadly at a loss. His stage knowledge, as exhibited, consisted in simply saying "yes" and "no." Finally he grew desperate. He felt that he must say something to keep up appearances, for when others were talking of Sis Hopkins and of Joe Jefferson it would not do to appear utterly ignorant. So in a lull in the conversation he broke in with:

"You can talk about your actors, but, to my mind, Sherlock Holmes, in 'Twelve Temptations,' beats them all."

After the others had left, he called the clerk aside and asked him what they were laughing about. That obliging person told him a lady across the street slipped and fell down.

THE DEACON'S DREAM.

"May you take this lesson home with you tonight, dear friends," concluded the preacher at the end of a very long and wearisome sermon, "and may its spiritual truths sink deep into your hearts and lives to the end that your souls may experience salvation. We will now bow our heads in prayer. Deacon White, will you lead?"

There was no response.

"Deacon White!" this time in a louder voice.

"Deacon White, will you lead?"

Still no response. It was evident that the deacon was slumbering. The preacher made a third appeal, and raised his voice to a pitch that succeeded in waking the drowsy man.

"Deacon White, will you please lead?"

The deacon opened his eyes wonderingly, and said:

"Is it my lead? No, I just dealt."

LOW SETTLERS' RATES.

During March and April, 1902, the Northern Pacific will sell ONE-WAY SECOND-CLASS SETTLERS' tickets from eastern terminal points—St. Paul, Minneapolis, Ashland, Duluth and the Superiors—at greatly reduced rates to nearly all points on its main line, branches and connecting lines, west of North Dakota. These tickets to Northern Pacific points will be good for stopovers west of Hope, Idaho.

Some of the important valleys reached by the Northern Pacific are the Yellowstone, Gallatin, Madison, Deer Lodge, Bitter Root, and Clark Fork, in Montana; the Palouse, Big Bend, Colville, Clearwater, Walla Walla, and Yakima Valleys in Idaho, and Washington, the Puget Sound and British Columbia regions and the Oregon country. It is a vast empire where climate, soil and other advantages make of it a favored land.

WHY HE GOT UP.

A young man rose from his seat in the train, and a stout lady was in a twitter at once.

"Oh, dear me, sir, how very kind of you. I really don't feel as if I ought to take your seat. Gentlemen are so unselfish. Do you really insist?"

And she beamed at him archly.

"No, ma'am," he said, in a hollow voice. "I don't insist. I only got up 'cause, by the feel of it, the seat's wet. You see, it's raining, and the window's been left open."

\$50.00 TO CALIFORNIA AND RETURN.

The Minneapolis & St. Louis R. R. will sell tickets April 20-27, May 27-June 8, good for 60 days, at \$50.00. The only line with morning sleeper from Minneapolis making direct connections with through trains at Omaha and Kansas City. For full information call on W. L. Hathaway, C. T. A., No. 1 Washington Ave. South, Minneapolis, or F. P. Rutherford, C. T. A., 398 Robert St., St. Paul.



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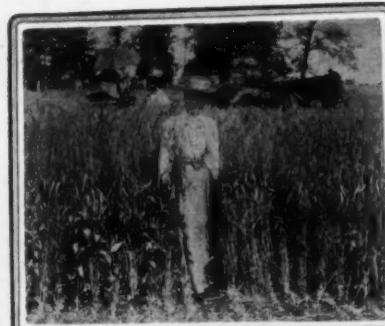
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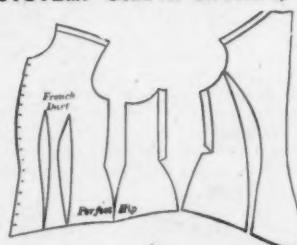
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MECHANICAL MINERS.

Mining is a phase of activity which has been revolutionized by new methods of transport, according to *Pearson's Magazine*. At some of the deepest borings in the world—those in the copper country bordering on Lake Superior—buckets of ore are now hoisted from the depth of a mile at a speed of sixty miles an hour. Machinery has taken the labor from the backs of the plodding mules, which formerly dragged to the surface the small cars containing the yield of the iron mines.

Giant steam shovels rank high amongst modern mechanical marvels. When there is any great work of excavation to be done, like a cutting through a hill where a railway line is to run, or mining on the side of a mountain, the steam shovel will do the work in the quickest, best and cheapest style possible. A giant shovel in use in an American mine will handle forty or fifty tons in ten minutes, lifting the ore in its great open mouth and loading it into freight cars. This machine can be operated by half a dozen men, and can do the work that formerly required two hundred laborers.

Many strange utensils are employed for transferring the crude treasures of the earth to and from the boats which carry them over the seas. "Car dumpers" are ingenious machines, which, in the space of a minute, will pick up a loaded coal truck, empty the contents into a vessel's hold, and return the car to the railroad track. For unloading coal, buckets descend open-mouthed into the hold, when their iron jaws come together and snap up ton or more of coal at a time. In warehouses and most big business establishments elevators and endless traveling platforms do all the work of handling the merchandise. Indeed, labor-saving appliances are now being employed almost universally.

A NATIONAL BUREAU OF MINES.

There is a general impression prevailing, observes the *Western Mining World*, that there will be no changes made in the federal mining laws during the present session of Congress. It is to be hoped, however, that every effort will be made to induce Congress to create a national bureau of mines and mining and provide for a secretary who will be a member of the President's Cabinet. There is apparently no difference of opinion among mining men as to the necessity for such a department, for the industry has grown beyond the capacity of the interior department which now handles it as a side issue.

Although mining men are practically a unit in favor of creating a secretary of mines and mining, it does not follow that the work can be accomplished without effort. Eastern influences will be presumably almost a unit against the proposition. The average Eastern Congressman is chiefly conspicuous for the lack of reliable information concerning the mining industry of the West, and to his ignorance is added a prejudice that is hard to overcome. To give Western interests an identity in national affairs through a Cabinet officer is revolting to the aesthetic tastes of the cultured East.

ON ANOTHER LINE.

The brakeman at a certain station on the Northern Pacific Railway had been granted leave for the purpose of being married. In addition, he was given the customary return railway-pass.

During his absence a new ticket-collector had been put on, who, upon Benedick's return, demanded his ticket.

Benedick, who had put both pass and marriage certificate in the same pocket, by mischance tendered the latter.

The collector opened and gravely scanned the "lines"; then returned them with a slow handshake, and:

"Gee! man! it's a ticket for a d—d long ride, but not on the N. P."

"I wish," said the housewife, who had grudgingly given him a plate of cold victuals, "instead of thanking me, you could tell me something that will drive away cockroaches."

"Ever try this pie on 'em, ma'am?" lugubrious ly inquired Tuffoid Kautt,

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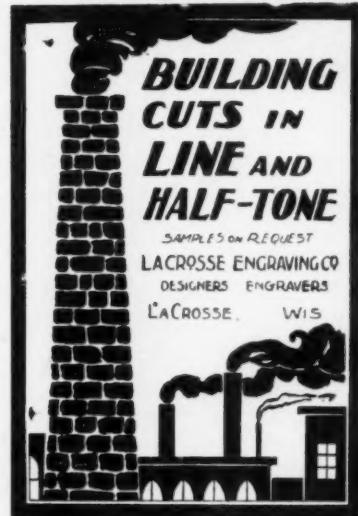
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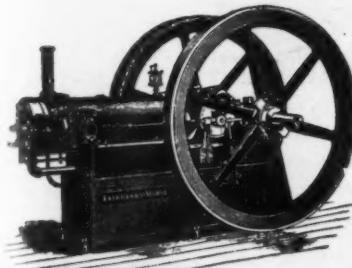
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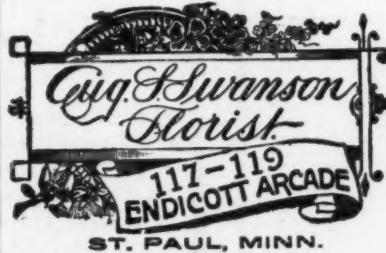


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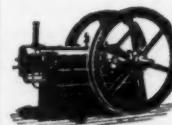
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FOR PEOPLE OF MEANS.

There have been a great many fortunes made in the West out of small investments in mines, says the *National Bunker*; as a matter of fact, nearly all the large consolidations are opened up by small investors. The stock is put upon the market and scattered amongst several hundred stockholders, each one of whom contributes his proportion, some \$100, some \$1,000, and some \$10,000, and each one makes his proportion out of the profits. There are people who, a short time ago, occupied clerical positions at a salary of \$75 to \$100 per month, who to-day are millionaires from small investments in mining stock.

They do not all make money who invest; there are more or less risks in mining. There is no business which pays so well when intelligently carried on, where the management is in the hands of men of capital who understand the business and who invest their own money in the company along with the other people, and who are men of business integrity. There are very few losses, while there are some immense gains, and we cannot conceive of any business where the opportunities for people of limited means are so sure of good returns as in mining, when followed in a business-like way. Whether the amount invested be large or small does not make much difference so long as the sum total received is sufficient to carry the project through to a successful conclusion.

Mining promotion of to-day in the West is, as a rule, carried on along business lines by business people who are successful; there are exceptional cases where the stocks are fraudulent or worthless, where the management is not practical or where it is dishonest, but in the majority of instances, mining promotion of to-day is on a high plane; handled by practical, shrewd business men who are making a grand success in that field.

WHERE MARRIAGE IS A LOTTERY.

Marriage is truly a lottery to the Chinese girl, for she knows not what she is getting until she is actually married, writes Sui Sin Far, in *The Ladies' Home Journal*. Sometimes it is a kind, good husband, an amiable mother-in-law, and much comfort; sometimes it is a tyrant, a mother-in-law who is eternally scolding, and a life that is a weariness to both flesh and spirit. The ceremonies of betrothal and marriage cause much trouble and anxiety. The young man's family begin the negotiations. They engage a go-between to call on the girl's family and tender a proposal of marriage. If the young man is considered eligible by the girl's parents they consult a fortuneteller, who decides whether the betrothal would be proper. If his decision is favorable the go-between is given a card on which is marked the hour, day, month, and year when the girl was born. This is delivered to the young man's family, who in their turn consult a fortuneteller. If he also pronounces favorably, a festival is held by both families, the betrothal contract is signed, and the bridegroom makes a present to the bride of a pair of bracelets, but neither he nor she is present. The betrothal, however, is not considered binding until a pasteboard card has been interchanged by the families. The bridegroom's family provide two of these cards, one having a gilt dragon on its face, the other a gilt phoenix. The phoenix card is retained by the young man's family as evidence of his engagement, while the dragon card is kept by the girl's family. The betrothal is then complete.

CAREER AND CHARACTER OF ABRAHAM LINCOLN.

An address by Joseph Choate, Ambassador to Great Britain, on the career and character of Abraham Lincoln—his early life—his early struggles with the world—his character as developed in the later years of his life and his administration, which placed his name so high on the world's roll of honor and fame, has been published by the Chicago, Milwaukee & St. Paul Railway, and may be had by sending six (6) cents in postage to F. A. Miller, General Passenger Agent, Chicago, Ill.

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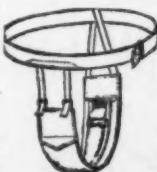
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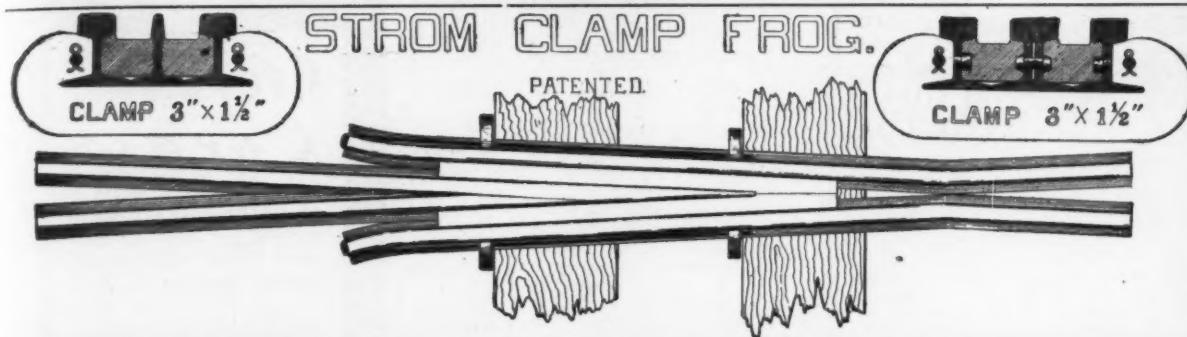
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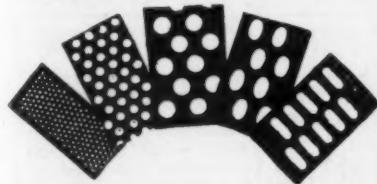
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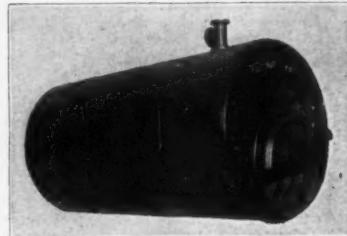
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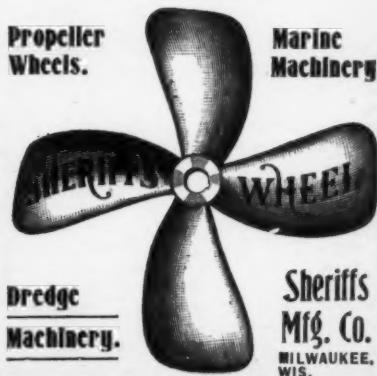
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Busy Merchant—"I won't. Williams, show the
gentleman out."

The best way to tell whether a present is a
cheap one is to observe whether the price has
been rubbed off.

In the barbarous countries the native heathen
fight and get married; but in our civilized climes
some people get married first and fight afterwards.

"I wonder if this bridge pays?" said Lord
Lennox, in approaching Vauxhall bridge. "Go
over it," said Hook, the punster, "and you'll be
tolled."

Hanger-on—"What's making that rasping noise
in the next room?"

Bailiff—"It's a woman filing an application for
divorce."

Fatsy—"W'at's de matter wid yer little bruder?"

Chimmie—"Why, de doctor sez he's got a ulster
on his troat."

Young Doctor: "Congratulate me, old man.
I'm just preparing to visit my first patient."

Young Lawyer: "Good! I'll go with you.
Perhaps he hasn't made his will."

"Did you ever see anything so stuck up as that
pump?" remarked the sawbuck.

"And why not?" replied the milking-stool.
"He's well-connected, you know."

That brevity's the soul of wit
I know but by report,
I also know there's not a bit
Of fun in being short.

Young Homewood (looking at the falling snow)
—Now we can kill time pleasantly."

Miss Bellefield (looking up inquiringly)—"Yes?"
—We can go sleighing, you know—'sleighing'—
see the point?"

"Who was the Father of His Country?" asked
the teacher of the juvenile class in history.

"George Washin'ton," promptly replied Tom-
my Tucker. "But it was Richard Carvel that licked
ed the British."

"Johnny," said the teacher to a small pupil in
the grammar class, "you may compare the word
'sick'."

Johnny hesitated for a moment, then blurted
out, "Sick, sicker, dead."

Cassidy—"Oi want a wreath av flowers, an' put
on it 'He Rest in Pieces.'"

Florist—"Don't you mean 'He Rests in Peace'?"

Cassidy—"Oi mane phawt Oi sed. 'Tis fur
Casey, that was blowed up in the quarry."

Young Bride—"You know, dear, when we were
married, you said that my possession made you
the richest man in the world?"

"Yes, darling; and so it did."

"Well—a-then, do you think you could spare
me a quarter?"

"I've been looking for my husband for the
last two hours," said an agitated woman to a
calm one.

"Don't be excited, madam," replied the latter;
"I've been looking for a husband for the last
twenty-five years."

A camel can work eight days without drinking,
and some men can drink eight days without work-
ing.

Charley Litewate: "Would you take me for a
fool?"

Miss Passay: "O Charley, this is so sudden!"

There are two kinds of women in this world;
one kind sits and sighs silently about her wrongs,
and the other storms and raves about her rights.

She took her kodak from her side
And critically she cast
Her eye on me, then (snap!) she cried:
"I've got you, sir, at last!"

Tommy: "Pa, who was the prehistoric man?"

Pa: "He was a joyous being who didn't have
to buy three or four pairs of children's shoes
every Saturday night."

"Unnecessary, dear," said I,
"This little pantomime.
Why, don't you know (I caught her eye)
You had me all the time?"

The solemn look on the father's face when he
gives his daughter away at the marriage altar is
amusing when one recalls how anxious he has
been to get rid of her during the past ten years.

That if married you'll live longer
Than if single may be true;
The belief grows strong and stronger,
It will longer seem to you.

"What is a coquette, papa?" she asked as she
looked up from her book.

"A coquette," replied the old gentleman, "is a
girl who gets lots of admiration and nary a hus-
band."

Blinks: "I hear the cabmen are going to strike
for shorter hours."

Minks (who sometimes rides): "Why, good-
ness me, their hours are not more than forty min-
utes long now."

A Human Characteristic.—"Pa, what's an av-
erage man?"

"One who thinks his employer's business would
be run a good deal better if he could have more
to say in the matter himself."

He: "Too bad, Miss Maud, that you are al-
ways engaged. I would propose to you on the
spot."

She: "You are just in time, because I broke
off my last engagement yesterday."

He—"Of course, dear, I'll be back from the
club in time for the opera, but in case it should
turn out to be impossible, I'll send you a note
by a messenger."

She—"That's not necessary; it just dropped out
of your coat pocket."

She—"When you asked me to be your wife you
deliberately deceived me."

He—"In what way, Martha?"

"You told me you were well off."
"Well, I may have said it, Martha, but I didn't
know how well off I was at that time."



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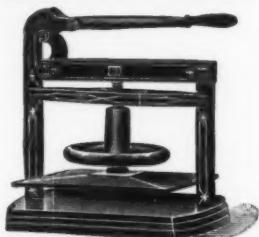
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